

MASON'S
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SAUCE.

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HONGKONG, FRIDAY, JULY 16TH, 1926 伍拜禮

號六拾月七年五十五國民華中

PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEK DAYS

STATIONS	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	5.45	9.15	10.30	11.40	Noon	12.00	1.15	2.30	3.45	5.00
Yau Ma Tei	5.50	9.20	10.35	11.45	12.05	1.20	2.35	3.50	5.05	5.15
Shatin	6.00	9.30	10.45	11.55	12.15	1.30	2.45	4.00	5.15	5.25
Tai Po	6.10	9.40	10.55	12.05	12.25	1.40	2.55	4.10	5.25	5.35
Tai Po Market	6.20	9.50	11.05	12.15	12.35	1.50	3.05	4.20	5.35	5.45
Fanning	6.30	10.00	11.15	12.25	12.45	2.00	3.15	4.30	5.45	5.55
Shanghai	6.40	10.10	11.25	12.35	12.55	2.10	3.25	4.40	5.55	6.05
Shanghai	6.50	10.20	11.35	12.45	1.05	2.20	3.35	4.50	6.05	6.15

STATIONS	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shanghai	7.00	10.30	11.45	12.55	1.15	2.30	3.45	5.00	6.15	6.25
Shanghai	7.10	10.40	11.55	13.05	1.25	2.40	3.55	5.10	6.25	6.35
Tai Po	7.20	10.50	12.05	13.15	1.35	2.50	4.05	5.20	6.35	6.45
Tai Po Market	7.30	11.00	12.15	13.25	1.45	3.00	4.15	5.30	6.45	6.55
Fanning	7.40	11.10	12.25	13.35	1.55	3.10	4.25	5.40	6.55	7.05
Shatin	7.50	11.20	12.35	13.45	2.05	3.20	4.35	5.50	7.05	7.15
Yau Ma Tei	8.00	11.30	12.45	13.55	2.15	3.30	4.45	6.00	7.15	7.25
Kowloon	8.10	11.40	12.55	14.05	2.25	3.40	4.55	6.10	7.25	7.35

SHA TAU KOK BRANCH.

STATIONS	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Fanning	7.45	11.30	12.20	6.25	Shatin	8.00	11.45	12.35	6.40	12.00
Shatin	8.10	11.55	12.45	6.50	Fanning	8.25	12.05	12.55	7.05	12.15

STATIONS	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Fanning	7.45	11.30	12.20	6.25	Shatin	8.00	11.45	12.35	6.40	12.00
Shatin	8.10	11.55	12.45	6.50	Fanning	8.25	12.05	12.55	7.05	12.15

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from
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Revised by Members.

PRICE

85

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BY THE ARMY AND NAVY OF
INDIA, AND BY THE ARMY AND
NAVY OF CHINA.

HONGKONG FOR EVER.

THE IDEAL SUMMER RESORT
OF THE FAR EAST.

A FEW COMPARISONS.

PEI-TA-HO AND WEI-HAI-WEI
"BACK-NUMBERS."

(BY EXTRACT FOR THE "HONGKONG DAILY PRESS.")

The taipans of a far-famed commercial community present any suggestion that their headquarters is a summer-resort. Their indignation is natural. The suggestion might convey the impression that they derived their incomes from bathing-coaches, boarding-houses and charabancs, or the sale of spades and pails and ice-cream slides. Ancillary agents, confessing the land of their exile in ship's bar confidences, are told by paler pals from other ports that they know nothing about the rigours of life in the tropics, because Hongkong is really a health resort; and they blush. This modesty is also natural. To acknowledge the justice of the compliment would be like confessing to an unearned home leave. Even the Job's comforters who imagined that the Canton boycott would work a grave permanent injury to Hongkong's natural wealth, were not without compunctions when they aired the theory of flourishing holiday attractions as a set-off to pining commercial enterprises. And yet, in spite of this taboo on saying so, Hongkong is an ideal summer-resort. Only those who are blind of one eye, and who wilfully shut the other, can fail to see it. The passing tourist is able to see it. He expects to find a stagnant trade organisation, and a depressed community. He sees instead five miles of busy piers. When he expresses his surprise to the oldest resident, the oldest resident winks. On the high roads, he meets crowds of every race and nation travelling in every known form, and very nearly every known mode of motor vehicle. I have sat in a cafe in Tientsin and been told that if I used my ears I would hear seventy different languages being spoken, and that I could never hope to hear so many anywhere else, not even in Soho. But the assortment audible on one small raft during a couple of hours at Repulse Bay is deserving at least of a mention in the hierarchy of cosmopolitanism.

PEI-TA-HO.

Words, however, prove nothing. Concrete comparisons are necessary. Some people opine that the real summer-resort of the China coast is Pei-ta-ho. They say that it is the best because it is so much farther north. They know just enough geography to believe that further north means cooler; but not enough to realise that the world is full of gigantic exceptions to this rule. It is a fact that a rival in Pei-ta-ho, descending from a stifling night train in what is elsewhere the freshness of the morning, have found it impossible to face the heat of the day and the glare of the beach, until fortified by a champagne breakfast, and after they have swallowed the mouthful of water which are incidental to sea-bathing, they find it necessary to neutralise with acidic caviare and bitter cocktails. Are these good suspects for the benefits of a summer holiday? They do not suggest the unadvised natural exhilaration from fresh air and pure water, which the Anglo-Saxon counts on finding at the sea. Pei-ta-ho is a summer resort chiefly because, with reference to Peking and Tientsin, it is just near enough for intercourse, and too distant for familiarity.

WEI-HAI-WEI.

Wei-hai-wei used to be the Mecca of those who could leave Hongkong in the summer, with children. That was in the days before the building of roads made it possible to get round and about our island without either foot-slogging in dripping clothes, or baking on a yacht. Now-days it is unlikely that the visitor to Wei-hai-wei will be captivated by its summer attractions if he has previously known Hongkong. In wet weather it is as depressing as the worst of our spring here; and in dry weather as withering as Chefcoo. Indeed it has few of the attractions essential to a first-class summer resort. Its original location was not effected on the grand scale. Its only considerable natural attraction is that for those who live on ships, it is comparatively cool. That has enabled it to acquire a further attraction. The British Navy goes there in summer. And such is the charm of the ships, officers, and men of the British Navy that their presence is potent to make a summer-resort of any old place in which they happen to sojourn. Let them lie round Lams for a few weeks every year and it is pretty certain that Lams would become a famous watering-place. They could make a riviera of a desert strand.

TSING-TAO.

The British Navy approved of Wei-hai-wei, and it blossomed; of Tsing-tao they disapproved, and it was nipped in the bud. The latter eventually, to those who can appreciate a really good summer-resort, is regrettable. Because Tsing-tao has the summer-resort essentials on the grand scale. Few places in the world, and only Hongkong in the Far East, can compete with it in that respect. And the Germans deserve great credit for the speed and skill with which they developed its natural advantages. You go out the back of the hotel in the morning and walk on to the golf-course or the race-course. Coming back through the hotel at about eleven, you step across the road on to the beach just in time for the bathing parade. In cleanliness and bathing facilities this beach, even long after the Germans left, had much to teach those who regulate Repulse Bay. For the early evening the hills. The hills around Tsing-tao are much more walkable than our hills here, and people stroll there to enjoy the beauty of the scenery, or to explore the defunct German batteries, studying their elaborate construction, and the accuracy of the bombardment to which they were subjected from the bay in 1914. The European section of the town, especially the suburbs, with broad roads, garden houses, schools, churches and barracks, displays more of the amenities of European country life, than any other town in China. Rash indeed were the junkies who decided to play a game the opening stages of which were bound to see so fair a province sacrificed as a pawn. Nowadays one hears that neglect has made it an undesirable resort.

HONGKONG.

The conclusion of these comparisons is that the best place in which to spend a Chinese summer is Hongkong. But there are two conditions: one must have a comfortable house, and one must have a motor-car, or one of the common equivalents on two, three or four gasoline-driven wheels. The only people who can hope to benefit themselves by going elsewhere for a few weeks in summer are those whose Hongkong quarters are insufferable in hot weather, by such reasons as congested buildings, inadequate sanitation, or noisy neighbourhood. Unfortunately, there are some such unlucky ones in this Colony. Others who are anxious to set forth to see China proper, are doomed to disappointment. China, in its present state, is a country that you can't see. That's why so much nonsense is written about it. The traveller wears himself in a series of treaty ports and tries to recuperate in minor summer resorts. While here in our own home is one of the best summer-resorts in the world. One must not travel, the more one knows it. No afternoon is ever hot enough to make an evening's golf or tennis impossible. In fact you can play golf at midday, if you are on holiday. And from your golf you can go straight into the sea. You change in the club-house at Deepwater Bay, and walk down to the water; or in the club at Shek O, and run down in your car. The sedate can turn from their game of bowls to bathing; the more volatile find that when they have finished dining and dancing, there is a moonlit sea at their feet where they can splash in showers of phosphorescence, to that most romantic of accompaniments, laughter by night on the water. For those who would rather be amused by a spectacle than take part in exercise, there is ample provision; by day everything from gymnasiums to base-ball matches, by night V.R.C. swimming galas to the attractions of the Lee Gardens. And there, amidst the sea, where there is so much of that freedom of behaviour and absence of dictatorship for which both body and soul crave in summer weather?

THE REPULSE BAY MATSHEDS.

When the latest flesh-pink bathing costumes were banned at an English seaside resort, the manufacturers declared that they were making them for export to Ostend. But anybody who knows Ostend, and the Belgian habit of interfering with everything for the sake of making occupation for state officials, will understand how poor a chance there is on that beach for a new freedom in attire. Better try Hongkong, where all enjoy delight with liberty. In some matters a little more interference would be salutary. There is no room for interference in bathing costumes; but in at least one of the big bathing beaches interference would be a benefit. In the law of supply and demand, to be allowed to operate unchecked, on the price of bathing huts at Repulse Bay? This is to say, are the huts to become a commercial commodity instead of a means of public recreation. With supply definitely limited, and demand forever increasing, there will come a time when people will acquire sites and build matsheds there, not for the sake of using them, but in the certainty of being able to sell them at a hundred per cent. profit, and will sit about in them, not for the sake of enjoying the beach, but in the hope of catching a customer. A matshed at Repulse Bay has an easily ascertainable true value; so much for site and so much for construction. Anybody who gives more is not only mad from too much wealth; but is lacking in even the rudimentary public spirit which corks a snook at a barefaced profiteer. People who wish to speculate in the hopes of enormous profits will find every facility among

(Continued on next column).

LONDON CITY'S LIBRARY.

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FOUNDED BY DICK WHITTINGTON.

In the Guildhall Art Gallery, Mr. James Northcott, the chairman of the Library Committee of the Corporation, entertained his colleagues and a large company of guests at a dinner, to meet the Lord Mayor and the Sheriffs, and to do honour to the late chairman, Mr. Deputy Joseph Hicks. The Right Hon. T. P. O'Connor, M.P., submitted the civic toast, to which the Lord Mayor responded. Mr. Philip Guedalla proposed the toast of "Art and Literature." Sir Arthur T. Quiller-Couch, in reply, said the only complaint about literature was that there was so much of it. Mr. W. Reynolds-Stephens (president of the Royal Society of British Sculptors) also replied. Giving the toast of "The Late Chairman," and presenting him with a wireless set, the Chairman said that Mr. Deputy Hicks had given great satisfaction to his committee during a particularly busy year. The Guildhall Library was founded by Dick Whittington in 1425, and now possessed over 200,000 volumes and 15,000 manuscripts, many of them valuable, and some priceless. Mr. Deputy Hicks, responding, said he looked forward to the time when the Corporation would be able to establish a school of art. The toast of "The Chairman" was given by the Lord Mayor, and Mr. Northcott, in reply, presented Mr. Bernard Kettle, the late librarian, with a cheque, in recognition of his forty-six years' service. Mr. Kettle acknowledged the gift, and said the Guildhall Library was the first public library established in England.

CRUEL HOAX.

LETTER TO DEAD MAN'S PARENTS.

A letter which Mr. and Mrs. Frank Bunyan, of Porter-street, Scunthorpe, purporting to have been written by their son, Private Francis J. Bunyan, who was reported killed in action on April 21st, 1918, has turned out to be a cruel hoax. The letter, which followed closely upon an In Memoriam notice inserted by Mr. and Mrs. Bunyan in a local newspaper, ran as follows: "I am put down to be dead, but I am not. I have not wrote to you for years, as I got to know I was dead to you. I will be home next week, so, dear, don't let me to see with this letter. I was at the front during the big push just before peace was signed, but was not in action. The address on the letter was 'Gunner Bunyan, No. 30 Camp Larkhill, Wilts.' The pastor of Scunthorpe Mission Church, Mr. Joseph Olivant, on receipt of the letter wrote to the officer commanding at Larkhill, but inquiries which were then made at Larkhill failed to find a man of the name of Bunyan. The adjutant at Larkhill forwarded the letter to a perintendent Jones, of the Wilshire Constabulary, Heytesbury, who, it appears, has solved the mystery, according to a letter which Mr. Olivant received. In this the superintendent states that the letter was written by a Royal Artillery driver at Larkhill, who had now made a confession that he wrote it for a joke.

the gay venturesome spirits of Ice House Street. There it is creditable. But it is not creditable to employ such tactics among the meek herds who are panting to use the sea at the most accessible of bathing beaches. Does a Golf Club allow its members to speculate in lockers? There are, of course, dozens of other bathing beaches; big bays where hundreds bathe by the hour, and quiet little coves, with silver sand and crystal water, where not six people swim in a week. The latter are quiet because they are difficult to get at; they attract those who wish to ride out on horseback and like to swim their ponies in the sea.

THE APPIAN WAY.

It is frequently complained that Hongkong lacks anything in the nature of a recognised promenade to which people regularly resort to spend some portion of their leisure in taking the air and seeing the crowd. It has no promenade like Brighton, no Boulevard des Italiens like Paris, no Princes Street like Edinburgh, where one can keep an eye on friends and make acquaintance by sight with notabilities. But, in a sense, that has always been provided by the bathing beaches. And the opening of Stubbs Beach has put the complaint quite out of date. Now-days all Hongkong drives over the gap as many evenings a week as possible. The crowd on the Appian Way has been resurrected. Sweeping along with the crowd, through natural surroundings even more majestic than those of ancient Rome, one is tempted to misquote a famous line from Virgil, and say: "Fortunatos minimum sun qui bona norint Hongkongenses." But remembering that many of our most prominent citizens have indeed been hard hit by recent restrictions on trade, one switches instead to Longfellow's: "Here the richest are poor, and the poorest live in abundance."

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HONGKONG.

HONGKONG VOLUNTEER DEFENCE CORPS.

ORDERS BY MAJ. R. MELVILLE SMITH, M.R.E., ADMINISTRATIVE COMMANDANT.

1.—PORTUGUESE INFANTRY CO.

It has been decided, if sufficient applicants present themselves for enrolment, to form a Company of Portuguese, British subjects.

Applications for enrolment should be made in writing to the Adjutant at Volunteer Headquarters.

2.—SAND TABLE SCHEME.

The Tactical Scheme referred to in Orders dated July 9th is unavoidably postponed. It will now take place under Major F. C. Roberts, V.C., D.S.O., O.B.E., M.C., at Volunteer Headquarters on Monday, July 26th, at 8 p.m.

3.—STONECUTTERS RANGE.

Stonecutters Range has been allotted to the Corps on Sunday, July 25th and Sunday, August 8th.

O.C.'s Companies except O.C. Reserve Company, should inform the Adjutant at once, if they have not already done so, on which date they wish to use the range.

It is hoped that all members who have not completed Part I. Annual Musketry Course, will make every effort to do so on one of these dates.

Sunday, July 25th:
Range Officer: Capt. W. Brackenridge, M.C.

Launch will leave Murray Pier at 9 a.m. and call at Kowloon Pier at 9.10 a.m. sharp.

Dress: Uniform optional, but rifles, bayonets, belts and pouches must be taken.

Arms: Will be drawn from Corps Headquarters on Friday, July 23rd, between 9 a.m. and noon, or 2 and 4 p.m., or 5 and 6 p.m., and on Saturday, July 24th, between 9 a.m. and 1 p.m.

4.—ENGINEER CO.

Members are reminded that Casuals Part I. Musketry Course, will be fired at the Peak Range on Sunday, July 25th, 9.15 a.m. sharp by those who have not yet fired Part I. are requested to attend.

Range Officer: 2nd/Lieut. F. W. Foster-Turner.

Dress and arms as detailed for Para 3.

5.—MOUNTED INFANTRY CO.

Mounted Parade on Thursday, July 15th, at 5.30 p.m. at Mounted Infantry Stables.

6.—ARMoured CAR CO.

Parade at Volunteer Headquarters on Monday, July 19th, at 5.30 p.m.

Vickers Gun Class under C.S.M. Hancock.

Drivers as detailed.

7.—ARMS

Members are reminded that the rifles and bayonets must be returned to Volunteer Stores at once for inspection by the Armourer.

8.—STRENGTH

The following is taken on the strength on July 12th, 1926, and posted to the Reserve Company.

No. 1084 Pte. H. West.

9.—The following extract from the Hongkong Government Gazette, dated July 9th, 1926, is published for information:

"H.E. the Governor has been pleased to accept the resignation by Second-Lieut. Alan Prismal of his Commission in the Hongkong Volunteer Defence Corps, with effect from the June 4th, 1926."

10.—RESIGNATIONS.

The following are permitted to resign from the Corps:

No. 827 Pte. W. D. Goodfellow, M.C., Reserve Co., dated June 30th, 1926.

No. 828 Pte. J. M. Walker, Reserve Co., dated July 22nd, 1926.

No. 909 Pte. J. L. Litton, A.C. Co., dated June 10th, 1926.

No. 702 Pte. G. S. Hugh-Jones, Engineer Co., dated June 16th, 1926.

11.—STRUCK OFF.

The following having left the Colony are struck off the strength, as from May 1st, 1926:

No. 576 Pte. H. E. Hollaids, Armoured Car Co.

No. 967 Pte. J. F. Caldas, No. 4 Platoon.

No. 828 Pte. G. H. Gibson, Reserve Co.

G. E. SWINTON, Capt., Adjutant, H.K.V.D.C.

Hongkong, July 12th, 1926.

NOTICE.

BAND CONCERT.

There will be a Band Night at Volunteer Headquarters at 9 p.m. on Friday, August 6th. Tickets: \$1 each are obtainable at Volunteer Headquarters.

FORD PROFITS.

\$23,000,000 NET IN ONE YEAR

"The profits of Mr. Henry Ford, his son and family from the manufacture of motor-cars have been officially disclosed for the first time. In an action brought against the Ford firm for the recovery of \$200,000 for alleged violation of patent rights it was testified that the gross profits of the Ford Motor-car Company for the seven years 1917 to 1924 amounted to \$175,235,000, and that the net profits, all of which went to Mr. Ford and his family, amounted to \$23,000,000."

Mr. Ford's greatest profits were made in 1923, when he and his family netted \$23,100,000.

THREE MEN IN A BOAT.

LONDON TO CALCUTTA.

ATTEMPT TO ROW 12,000 MILES.

THE VIKING BLOOD.

Two Scandinavians with the Viking blood tingling in their young veins have lately started on a perilous voyage from London to Calcutta.

They entered a row-boat at the steps of the London Rowing Club at Putney with the object of rowing 12,000 miles round the coasts of Western Europe, North Africa, Palestine, Persia, and India—a feat of brawn and muscle undreamt of even by Jules Verne.

The men are Captain Niels Ventegodt and Engineer Evald Tietzel, expert oarsmen, of the Long-Distance Rowing Club of Denmark, and they will be joined later at a French port by Lieutenant Knud Jorgensen.

This modern venture of Three Men in a Boat is a long-distance feat that will call for endurance, resource, and courage, endurance in pulling their weight over five seas and two oceans, resource in finding food and shelter on lonely shores like those of North Africa and the Persian Gulf, and courage in navigating their little craft through shark and crocodile infested waters where no boat of its size has hitherto ventured. They will bivouac on the shores of at least a dozen different countries.

ADVENTUROUS PLANS.

"It is a sporting venture," Captain Ventegodt explained to a *Daily News* representative before starting, "to prove that with the right men in the right boat it is possible to go almost anywhere in a row-boat skirting the coast, keeping an eye on the weather, and finding food and drinking water as one goes along."

"Our boat, the *Viking*, built of cedar wood and of the two-oared-rigger type, is only 25 feet long and 3 feet broad, and has sliding seats. We will take it in turns to row and to steer. We will take things leisurely, doing about 40 miles a day, and in the hot climates we will row naked. It is a Danish built boat, but the oars have been made at Putney."

"We anticipate that rowing through European waters will be fairly easy compared with the unknown difficulties that will confront us in Syria and Persia. We intend to cross the Channel from Dover to Boulogne at the week-end and to hug the French, Spanish and Portuguese coast, enter the Mediterranean through the Straits of Gibraltar and pass along the north coast of Africa to Egypt."

"Here we will not enter Suez Canal, but will continue along the Palestine and Syrian coasts to Alexandria, where our boat will be carried overland to a place on the Euphrates called Djerabhouse."

OVER CATARACTS.

"At this stage the chapter of high adventure will open. We will meet with and, I hope, surmount unknown dangers of the Euphrates, passing over cataracts and getting our food as best we can from the Arabs. We will link up with the Tigris, rowing through Baghdad, returning to the Euphrates, and—passing through Basra and thence through the badly charted delta into the Persian Gulf."

This will be the great test, the most difficult part of the whole voyage. We will have to pierce unhealthy swamps, hot and humid, and dangerous, with all forms of malaria. We will encamp on little known shores infested with lions and tigers, which we will frighten away by fires. We will not carry arms in European waters, but we are taking them as a precaution against hostile tribes in Persia."

"We expect raids by snakes and scorpions and hyenas, and we hope to get our food and water from friendly tribes. We shall be living from hand-to-mouth in a scorching part of the world where no white travellers have ever been under the same conditions."

ROUND INDIA.

Monsoons will be encountered after passing Baluchistan and the *Viking* will put in at Bombay, and if Captain Ventegodt and his men are still fit and up to time they will continue the voyage round India to Calcutta.

Every night the three men will sleep on land. They will carry a primus stove, a spirit compass for foggy weather, and a tent which will be drawn over their boat in the full heat of the tropical days, to prevent it warping or blistering in the sun. If disaster should overtake the *Viking* they will cable for a spare boat in London. Most of the rowing will be done in the early morning and in the evening and on moonlight nights."

All three men are of the same age, namely 31. Captain Ventegodt has made many long-distance sea trips in row boats in Northern Europe, and one of his greatest feats was to row from Copenhagen to Putney. Their first halts will be Gravesend, Herne Bay and Dover. They expect to accomplish the feat in nine or 12 months.

SCISSORS LEFT IN A MAN'S BODY.

An X-ray photograph of a patient at a Cologne hospital has revealed a pair of scissors lodged in the wall of his stomach.

The surprised surgeons, after questioning the patient, whom they had first suspected of attempting to commit suicide, are convinced that the instruments were left behind by a surgeon during an operation.

Complications have now arisen because the patient declines to have the scissors removed, on the ground that the surgeons might leave some less portable and inconvenient instrument behind.

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Travellers' Club: June 10th

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Douglas	£2 1/2 buy.
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Hongkong Tugs	£32 buy.
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Do. (Def.)	£40 nom.
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Ural Caspian	£8 nom.
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Hamphrys Estates	£14 buy.
Palace Buildings	£90 sel.
Home Lands	£1 buy.
Ewo Cottons	Tls. 9 buy.
Oriental	Tls. 2.70 sel.
Shanghai Cottons (old)	Tls. 51 buy.
Do. (new)	Tls. 26 buy.
China Buses	Tls. 104 buy.
Hongkong Tramways	£25.15 buy.
Peak Tram (old)	£164 buy.
Do. (new)	£7.00 nom.
Singapore Traction	10/8 buy, 12/ sa
Taxis	£3 sel.
Amusements	£11 1/2 buy.
Canton Ice	£14 nom.
Cementa (combined)	£14 nom.
Do. (old)	£12 nom.
Do. (new)	£4 nom.
China Lights (combined)	£3 1/2 nom.
Do. (old)	£14 nom.
Do. (new)	£14 nom.
China Providents	£30.05 buy.
Construction	£21 nom.
Dairy Farms	£104 buy.
Der & Wongs	£6 sa.
Hongkong Electric	£07 1/2 buy.
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H.K. Ropes (combined)	£20 sel.
Do. (old)	£10 sel.
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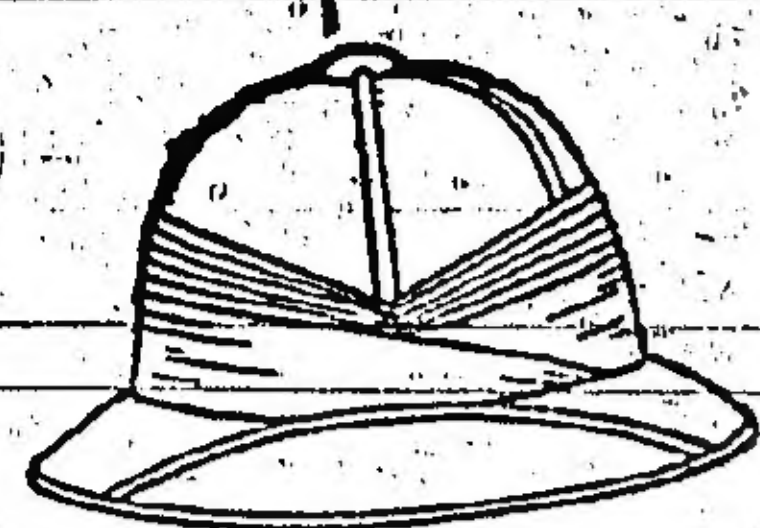
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EUROPEAN CAPTAIN'S
CLAIM.

TWENTY-FOUR HOURS' NOTICE.

CHINESE SHIPPING FIRM AS
DEFENDANTS.

DEFENDANTS GET JUDGMENT.

Mr. John Melville Anderson, master mariner, was the plaintiff in a Supreme Court action yesterday morning in which he claimed \$1,515 damages from the Man Wing Steamship Company, this consisting of three months' salary in lieu of notice.

Mr. H. G. Sheldon, instructed by Mr. J. A. Gordon Leask, was for the plaintiff, and Mr. F. C. Jenkin, instructed by Mr. D. McCallum, was for the defendants.

Mr. Sheldon said that his client was employed by the defendant company as chief officer of the s.s. *Haitian* in December, 1923, and in January of the following year was appointed master, continuing in that capacity until November of that year. His appointment as master following the proceeding Home of Capt. Jones on which recommendation Mr. Anderson was appointed.

The interview at which the appointment was made took place in the presence of Mr. Chang, the managing-director of the company, Mr. Ho, an interpreter, Capt. Jones and Mr. Anderson. At that interview, Mr. Anderson would tell the Court that there was no question of notice discussed at all. There was no written agreement but it was verbally agreed that Mr. Anderson should take over at the same wages and emoluments as Capt. Jones.

THE DISMISSAL.

In November, 1924, when the ship returned to Hongkong, Mr. Ho came on board and handed Mr. Anderson a letter terminating his engagement. No reason was given and Mr. Ho said he could give none. It was not his doing but the decision of the owners. Mr. Ho offered Mr. Anderson a month's wages which Mr. Anderson refused. Mr. Anderson had an interview with the Harbour Master, also with the secretary of the China Coast Officers' Guild, as a result of which he saw solicitors.

Plaintiff had not been able to get employment after his dismissal until January of the following year when he accepted a position as third officer on one of Jardine, Matheson's coastal boats.

The whole question hinged on the interview at which Mr. Anderson was appointed, continued Mr. Sheldon. Mr. Anderson had no knowledge as to what notice Capt. Jones was on. It was not until after his dismissal that Mr. Anderson found out that Capt. Jones had been on a written agreement under which he was liable to 24 hours' notice. There was, however, in Mr. Anderson's case no written agreement and he was entitled to reasonable notice, this being three months.

Mr. Anderson then went into the witness-box and bore out counsel's opening remarks. He had twenty years' experience of the China Coast, he stated, eleven years of which had been with Messrs. Butterfield and Swire as second and chief officer.

Cross-examined by Mr. Jenkin, witness said that his salary with Jardine, Matheson's after he left the employ of defendants worked out of about \$237 a month. He joined them on January 17th, 1925.

Mr. Jenkin: So you were employed for 27 days of the three months in respect of which you make your claim?—Yes.

In answer to further questions, witness said that as chief officer with the defendant company he had been on a 24 hours' notice agreement. When he was master of the ship the chief and second officers had been on 24 hours' notice agreements.

Mr. Jenkin put it to Mr. Anderson that what had taken place at that interview was that he had been engaged "on the same agreement" or "on the same terms" as Capt. Jones.

This witness denied and said that the question of wages and emoluments only was discussed. The interview only lasted a few minutes. Mr. Ho interpreted and told witness that Mr. Chang was agreeable to his being engaged on the same wages and emoluments as Capt. Jones.

MASTER'S STATUS.

Mr. Jenkin: I put it to you that Mr. Chang said to you and Capt. Jones in broken English "all the same agreement, Capt. Jones' 24 hours' notice," and that you or at any rate Capt. Jones, said "Yes."

Witness: No, that is not so. Mr. Chang did not speak even in pidgin English.

Mr. Jenkin: Would you have taken the position if it had been offered you on those terms?—No.

Mr. Jenkin: Why not?—I would not consider it a proper agreement for a master.

Asked what ships other than the *Haitian* he had been master of, on the China coast, Mr. Anderson replied that he had been master of the *Chuen Chow*, a river boat, and of vessels in Australia.

Mr. Jenkin: Were you not under a 24 hours' notice agreement as master of the *Chuen Chow*?—No.

Mr. Jenkin: When you joined Jardine, Matheson's after your dismissal you were on a 24 hours' notice agreement?—Yes, as junior officer.

AN OLD FRIEND.

Mr. Jenkin: Capt. Jones was a very old friend of yours?—Yes.

Mr. Jenkin: And do you mean to tell us that he neither mentioned to you neither did you know of your own knowledge that he was on a 24 hours' notice agreement?—Yes. It was not until his return that I found that out. He said he forgot to tell me.

THE DEFENCE.

The evidence of Mr. Anderson having concluded the case for the plaintiff, Mr. Jenkin briefly addressed the Court before calling Mr. Chang to give evidence. He spoke of the practice followed by the defendant company in engaging masters on 24 hours' notice and said that it was "incomprehensible" that this very important factor would have been entirely omitted from the interview as a result of which Mr. Anderson was appointed.

Mr. Chang and Mr. Ho gave evidence, and said that Capt. Jones was informed that he was appointed master on the same conditions as Capt. Jones held the mastership. They further stated that Mr. Anderson was definitely told that he could be dismissed on 24 hours' notice. Mr. Ho denied that when he handed Mr. Anderson the letter of dismissal, that he had offered him a month's salary.

ACUTE CONFLICT OF EVIDENCE.

In his final address, Mr. Jenkin referred to the departure of Capt. Jones for Home on private affairs, and how, after being only six weeks on the boat, Mr. Anderson received the position. The conflict of evidence in the case was acute. Mr. Anderson was asking his Lordship to believe that at the interview all essential terms were discussed with the exception of the most important factor, the period of notice. The defence contended that Mr. Anderson fell into Capt. Jones's shoes, and accepted all the conditions under which the latter had been employed.

Which of these two versions, the defendants' or the plaintiff's was the most probable? It was incomprehensible that the parties should have met and discussed the minor terms of the engagement, and wholly disregarded the major terms. The termination of contractual relationship was always in the forefront in such cases. Plaintiff agreed that wages and emoluments were mentioned, but denied that he was informed that he could be dismissed on 24 hours' notice.

INCONCEIVABLE CONTENTIONS.

Continuing, Mr. Jenkin asked his Lordship to accept as untrue Mr. Anderson's statement that in spite of his long friendship with Capt. Jones, and the fact that he recommended him for the post, he had no idea whatever that Capt. Jones was under an agreement whereby he could be dismissed with 24 hours' notice. It was inconceivable that Mr. Anderson did not know. Counsel further held as unsupportable the statement made by Mr. Anderson that he had been known of the 24 hours' notice he would not have accepted the position. In January, 1924, there were a number of men with master's certificates who would be very willing to take up any position becoming to them.

In conclusion, Mr. Jenkin asked his Lordship to believe that Mr. Anderson well knew the terms of Capt. Jones's agreement in toto.

THE BENEFIT OF THE DOUBT.

Mr. Sheldon said that the question was whether at the interview the same terms under which Capt. Jones was employed were wholly stated to Mr. Anderson. The defence claimed that Mr. Chang had informed Mr. Anderson in pidgin English about the 24 hours' notice and that he nodded in assent. Whenever the terms of notice were not stipulated, it was implied that reasonable notice should be given. Capt. Anderson's evidence had not been shaken, and if there was any doubt in the case, he should have the benefit of it. Mr. Sheldon then quoted a few cases, amongst which was one of Mr. Justice Gompertz's.

AN OMISSION.

In delivering judgment, Sir Henry Gollan (the Chief Justice) said that it was rather remarkable that, if as Mr. Anderson said, there was no discussion in regard to the period of engagement, Mr. Anderson had also stated that when notice was given to him, Mr. Ho also offered him a month's wages in lieu of notice. In the correspondence between the solicitors of the parties, the first letter from plaintiff set out a claim for wrongful dismissal, stating that he was entitled to reasonable notice, which was three months. Defendants immediately replied that Capt. Anderson was only entitled to 24 hours' notice. It was remarkable that the plaintiff's solicitors had not once stated that a month's wages had been offered him.

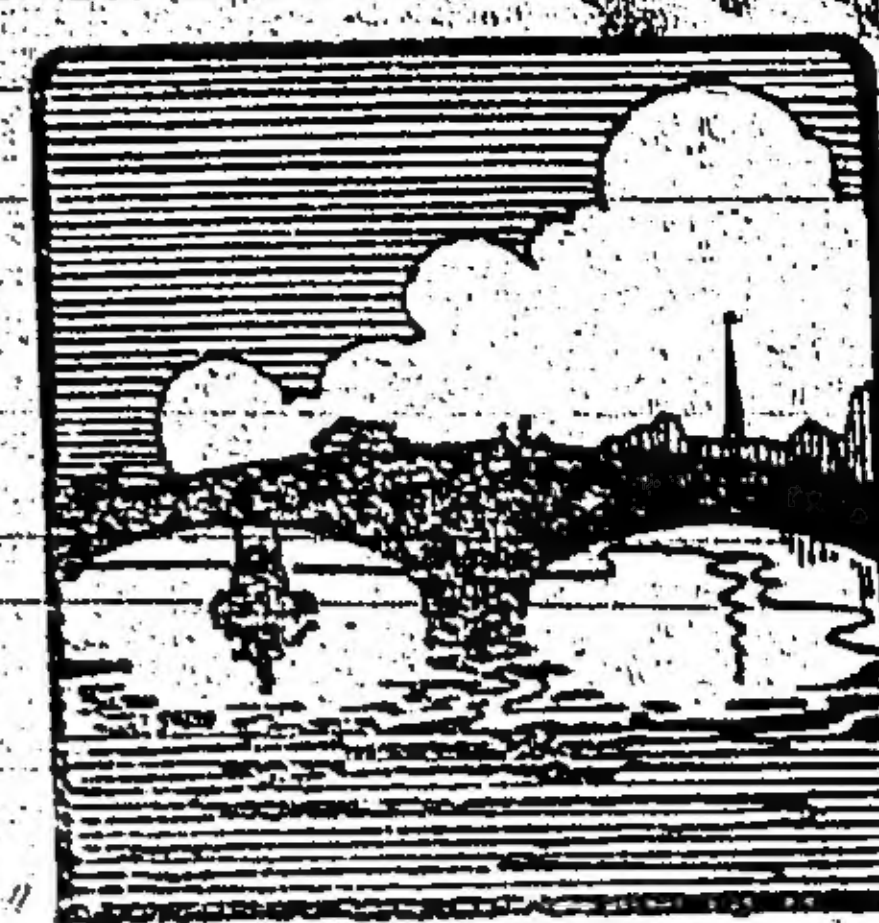
Plaintiff also claimed that a notice of 24 hours did not apply to masters. As a matter of fact, Capt. Jones was under such an agreement. His Lordship, therefore, found it difficult to understand that Capt. Anderson did not know the conditions under which Capt. Jones was employed. It would be reasonable to suppose that Capt. Jones's terms would be freely discussed.

MATTER FOR REGRET.

His Lordship greatly regretted that neither side had called Capt. Jones to give evidence. Had he been called, and said that he had never told Capt. Anderson about the 24 hours' notice, then the case for the plaintiff might have been very much stronger.

Continuing, his Lordship said that on the whole it was reasonable to suppose that the very important matter concerning the period of engagement was mentioned at the interview. He had come to that conclusion. He did not think that there was any deliberate attempt to deceive the Court on the part of the plaintiff. The interview was very short, and it was quite possible that Mr. Anderson had not appreciated what had taken place. On the whole he had to believe the story of the defendants.

Judgment with costs was, therefore, given to the defendants.

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MAGASIN GENERAL.

STABLES OF LATE SIR FAUL
CHATER.

RESULT OF SHANGHAI AUCTION.

The entire Shanghai racing stable, the property of the Sir Paul Chater estate, were sold at public auction at the Horse Bazaar, Shanghai, last week. In all 10 ponies were disposed of, *Glorious Dahlia*, the first on the list selling for Tls. 3,000, the purchaser being Mr. S. W. Hee. Chinese owners were much in evidence and bought most of the animals offered.

Details follow:—

Pony.	Opening bid.	Sale price.
<i>Glorious Dahlia</i>	1,000	3,000
<i>Fantastic Dahlia</i>	100	800
<i>Sunbeam Dahlia</i>	800	550
<i>Sunrise Dahlia</i>	100	400
<i>Brilliant Dahlia</i>	100	2,000
<i>Stalwart Dahlia</i>	100	1,800
<i>Early Dahlia</i>	100	250
<i>Beacon Dahlia</i>	50	150
<i>Mystic Dahlia</i>	300	750
<i>Pretty Dahlia</i>	100	800
Total.....	Tls.	10,610

Of the above ponies the first eight are cross breeds, the last two being Chinese ponies.

Several others were also auctioned off:—*Kewiki* at Tls. 65, T.T. at Tls. 275, *Happy Lion* at Tls. 50, *Pineapple* at Tls. 130, a grey and a chestnut griffin at Tls. 475 each.

LOCAL CINEMAS.

"THE PONY EXPRESS."

AT THE QUEEN'S.

Until to-morrow "The Pony Express" will be shown at the Queen's Theatre. As the title suggests, the plot centres about the pony express riders who maintained communication between the East and West in the early days of 1860. The country was at that time undergoing a titanic political upheaval due to the slavery issue, and strenuous efforts were being made to swing California to the Southern cause. It was largely through the instrumentality of the "Pony Express" that the State was saved to the Union cause.

The acting honours are equally divided among Betty Compton, as the popular frontier belle, Ricardo Cortez, in the character of an intrepid pony express rider, Ernest Torrence, who combines religious zeal with blacksmithing, and Wallace Beery, giving an inimitable comedy performance as a lovable roustabout.

"The Pony Express" was adapted by Walter Woods from the story which he wrote in collaboration with Henry James Forman, the well-known author and editor.

AT THE STAR.

"COME ON OVER."

Until to-morrow inclusive, "Come on Over" will be screened at the Star Theatre, Kowloon. This picture, which has the real Irish flavour, features Colleen Moore, and it is impossible to imagine anyone of Irish descent not liking it, while those not so intimately connected with the distressful country, as it is used to be called, must be sadly deficient of a sense of humour, if they can pass it up without a smile.

There is rollicking fun throughout and Colleen Moore perhaps shines more naturally in this picture than in any other of her hoydenish flapper-roles. At the same time, the film is not devoid of touching episodes and provides a thoroughly enjoyable two hours' entertainment which should not be missed.

CASTLE PEAK BUS SERVICE.
TO BE INAUGURATED NEXT WEEK.

Full details regarding the proposed new bus service from Kowloon to Castle Peak are to be advertised shortly.

The Duro Motor Company intend inaugurating such a service next week-end, and this will provide an easy means of transit to this noted bathing resort for those who hitherto have had to hire cars, etc., to get there. The new bus, which it is intended to put on the road as an English make chassis, with a locally built body. It will seat twenty passengers, either all first class, or eight first and twelve second class.

The route will be between Mongkok and Un Long, Castle Peak being on in the way there and back. At present the bus is only to be run as an experiment, but if the demand is sufficient to justify the step, an exclusive bathers' service will be run, and the Duro Motor Company will be prepared to place additional buses on the run.

The bus will be known as the New Territories Bus Company and provisional fares are, Kowloon to Castle Peak 80 cents and to Un Long \$1. Starting times are to be advertised when the service commences.

ALLEGED FORGED BANKNOTES.

TIMBER MERCHANT DISCHARGED.

At the Central Magistracy yesterday, before Major C. Willson, a Chinese, master of a timber merchant's business in Shun Tak, appeared on remand on a charge of being in possession of three forged ten-dollar banknotes.

Evidence showed that he was arrested on the 6th instant when about to board the s.s. *Kwai Shan* for Macao, as he had in his possession the notes in question. One note was found in his girdle and the other two among his personal property.

Mr. M. K. Lo, who appeared for the defence, said that the man was given the notes by a friend in Canton to bring to Hongkong. On his arrival in the Colony defendant found they were forged notes and decided to take them back to Canton. He had no intention of passing them off in Hongkong, submitted Mr. Lo, and was unaware they were forged until he arrived here. He immediately made up his mind to take them back to his friend.

His Worship held there was a grave doubt in the case, and discharged defendant.

CALIFORNIA COLLEGIANS.

One of the feature soloists with Brick Morse's California Collegians, formerly the University of California Glee Club, who are appearing at the Theatre Royal on July 19th and 21st, is Ray Orton, a Scottish-American lad who makes a specialty of Scottish songs in the native dialect, with which he is well acquainted. Those songs of a humorous order he sings in such a way that is nearly entertained, while in singing the ballads of his native heath, he does so with a wealth of feeling and a tenderness which shows his utmost sincerity.

Brick Morse's California Collegians is a specialty Glee Club of one hundred University of California Students (twenty of the best of them are on the present trip to the Orient) and was formerly known as the California Glee Club. It has been presenting shows all over the world for the past few summers with tremendous success. The Club has toured the Orient, Europe, Alaska, Canada, and the United States several times and is once again touring the Orient this summer.

The late Mr. Robert Yeats, Cumberland House, Kensington, late of Messrs. Edward Bairstow & Co., London, Singapore, and Penang, who died aged 69 on March 20th, left £77,291 (net personalty £20,148).

THE ARMED PICKETS.

REQUEST FROM THE KUOMINTANG.

THAT THEY SHOULD FORM SPECIAL MILITARY RESERVE.

Many Chinese are of the opinion that the boycott will be ended shortly. They base their opinion upon the fact that the Kuomintang General Headquarters is asking the Canton Strike Committee, especially the organised and armed pickets, to form themselves into a military reserve for service as may be required behind the Army's front line.

The Hongkong delegates to Canton were accompanied by a number of influential Chinese from the Colony. These are not acting in any way officially but are supplementing the efforts of the officials by taking up discussions with Canton merchants and others who desire to see the boycott difficulties settled.

The impression is growing even among the strikers that the present situation will soon be changed and some of them are becoming resigned to the idea of the abolition of the existing arrangements for board and lodging. One of them recently disposed of his ticket for \$10. The purchaser apparently thought that the possession of the ticket would entitle him to all strikers' privileges, but he was quickly disillusioned. He was very promptly told that he could not have his meals in the strikers' quarters even though he had paid \$10 as the price of admission.

COST OF LIVING.

Statistics published in Canton show to what extent. The prices of a great many articles have risen since 1913. The increase in the cost of living may be judged from the fact that rice, since 1913 has risen 92.8 per cent.; other foodstuffs show an average increase of 74.4 per cent. Clothing has risen 57.8 per cent., fuel 169.5 per cent., metals and building materials 86.5 per cent. Miscellaneous articles show an average rise of 88.8 per cent. Roughly costs all round have doubled. The figures are published by the Bureau of Agriculture and Labour.

TRADE WITH YANGTZE.

The trouble with shippers and importers regarding pilferage of goods by searchers and pickets having now been settled. Canton merchants are again placing orders for beans and other products with the Yangtze ports and the prices of these goods have now returned almost to normal.

OIL TAXES.

The Kuomintang tax on petroleum oils has been extended to wood, peanut bean and other oils. This action is drawing protests from merchants in Fatsan where much cargo of this character is handled annually.

SITUATION IN HUNAN.

Upon the fall of Changsha on July 10th, the forces under Yeh Kai Hsin withdrew to Yochow. Marshal Wu Pei Fu, it is said, has wired to General Sun Chuan Fang, the Tungan of Chikang and Kiangsu, to re-inforce General Yeh. On the evening of July 11th the ousted Tungan from Hunan, General Chao Heng Ti, called an emergency conference at the Military Governor's Yamen at Hankow to discuss the situation. Later reports reaching Canton from Hunan state that General Tang Seng Chi, the commander of the pro-Kuomintang troops, would attack Yochow on July 15th.

MURDER OF LIAO CHUNG HOI.

Leung Pok, charged with being an accomplice in the murder of Mr. Liao Chung Hoi, the Kuomintang leader assassinated in August last, has been found guilty and sentenced to be shot. Liao Chung Hoi, found guilty in a lesser degree, has been sentenced to three years' imprisonment. Generals Mei Kwong Pei and Kuo Min Hing, who held army commands at the time the crime was committed, have been committed to General Headquarters to be court-martialed. The man who is alleged to have been the chief conspirator is still at large.

TELEPATHIST AND HYPNOTIST.

MAN WHO MESMERISES LIONS.

PROFESSOR LANGNER IN HONGKONG.

A FRIEND OF CARUSO.

A man who is able to hypnotize lions, solve murder mysteries, drive a motor-car blindfolded, and send a telepathic message thousands of miles, is assuredly a rare being. But such a man, Maximilian Langner (Kara-iki), a native of Poland, and a Professor of Psychology, claims to be. He is at present in Hongkong.

Professor Langner is on his last voyage around the world, and he is engaged on a study of the psychology of the races of the East. He has recently been in India and Indo-China, and will later go to North China and Japan. He intends spending some two years in these places.

UNCANNY POWERS.

There is no doubt but that he is possessed of "uncanny powers" in the realm of occult science. Wherever he has been—in Greece, Egypt, Persia, India, or Indo-China—the Press has given glowing accounts of his almost incredible demonstrations; and sceptics, it is reported, who challenged him, have later become his friends.

A French journal in Indo-China referring to one of his demonstrations in telepathy says: "It was the most convincing demonstration of telepathy yet given to a theatre audience, proving the genuineness of his claim to read the mind of another."

Whilst in Indo-China, according to a report in a French newspaper, he was solely, by telepathy, responsible for the solving of a murder, which had completely baffled the police, and the murderer was captured. In Hanoi, he drove a car blindfolded for a long distance, the occupants of the car being French officials.

LONG DISTANCE TEST.

In India, where he remained for over a year, he had astounding success, and such newspapers as the *Englishman*, the *Evening News*, and the *Statesman* are eulogistic in regard to his demonstrations. Whilst in Calcutta he was challenged by a Dr. Bose to make a long distance telepathic communication. He was asked to communicate with London and Paris. Mr. C. W. Tyson, the manager of Reuters in the city, agreed to confirm the proof or otherwise of the Professor's communications.

Such a test entailed considerable preparation. The telepathist had to remain alone in his room for a long time, and abstained from food for 48 hours. According to the Professor's testimony, which is endorsed by the *Englishman*, the test was a success, the telepathist having stated what was happened in specified streets in Paris and in London at the time. To quote from the paper: "Mr. Tyson was amazed at the speed with which the Professor worked."

IN THE LION'S DEN.

One of the Professor's most notable feats refers to his mesmerizing five lions in an arena in Cairo. The seating accommodation was packed, and hundreds had to be turned away. The lions were said to have been cowed and lay down in the arena. "They became as quiet," says a French paper, "as the docile cats of Angkor."

Whilst in Persia, Professor Langner was given the order of the "Sun and Lion" by the Shah, and presented with a pair of Persian carpets.

CARUSO'S TRIBUTE.

The Professor was a personal friend of the late Enrico Caruso, who was also a student of the occult. Writing to him on one occasion, the great singer said: "You hypnotise the world with your eyes, I hypnotise the world with my voice. Therefore, we are both hypnotisers."

IN A TEMPLE.

It would be impossible to enumerate all the telepathic and hypnotic feats which Langner has accomplished, but the least which can be said of them is that they are amazing. Moreover, he is a gifted scholar, and speaks no less than sixteen languages. As he goes on his journey, in which he gathers the material for the compilation of his book on psychology, he lives amongst the people whom he studies. Whilst in Benares, he spent five weeks in a temple, living like a Hindu. He also writes his experiences for several continental newspapers.

LOCAL DEMONSTRATION.

His stay in Hongkong will be short. On being asked whether he intended to give any demonstrations here, he said that he did not wish to pose as a charlatan, and perform charlatanry. If there was a genuine desire amongst the local people to have him give a demonstration in telepathy and hypnotism, he would do so, but would not give more than one performance. He emphasised that his feats were not illusions. He preferred to have a sceptical audience. A demonstration of such remarkable powers would certainly be welcomed here. The Press of the cities which he has visited, vouch for the authenticity of his feats. Such eulogies may be regarded as a sufficient guarantee that Professor Langner is a remarkable telepathist and hypnotist.

THE VISIT TO PRATAS.

CHINESE CRUISER "HAI YUNG" ARRIVES.

OFFICIALS LEAVE TO-DAY.

INAUGURATION TO-MORROW.

The Chinese Cruiser *Hai Yung*, flagship of the First Squadron of the Chinese Navy, reached Hongkong yesterday at 8 a.m. with representatives of the Chinese Government who, along with local officials, are proceeding to Pratras in connection with the inauguration to-morrow of the new wireless station on the Pratras Shoals.

When the *Hai Yung* arrived she fired the customary salute, and a reply was sent from Blackhead's signal station. Salutes were also exchanged with the Commodore, the Japanese Imperial Naval training squadron (*Yakumo* and *Itumo*) in port, and the U.S.S. *Helena*.

The *Hai Yung* is a small cruiser of 2,900 tons, with armament consisting of a 6-in. gun at bow and stern, and a two 4-in. guns at each side. Her crew comprises three hundred men.

The cruiser leaves to-day at 1 p.m. for the Pratras, and will reach there in time for the inauguration ceremony of the new wireless station to-morrow morning. She will have on board Rear-Admiral C. L. Chen, in command, and Rear-Admiral C. C. Hau, Director of the Chinese Coast Guard Administration (under whose jurisdiction and control the new station will be placed). Officers on board will include the Directors of the Peking and Tsingtau Observatories; and it is hoped, Mr. A. F. Claxton (Director of the Hongkong Observatory); the officer in charge of the Cape D'Aguilar Radio Station; Lieut. Comdr. G. F. Hole, R.N. (Harbour Master); Mr. E. W. Carpenter (of the Public Works Department); and Mr. N. R. M. Shaw (Commissioner of the Chinese Maritime Customs for Kowloon), invitations having been sent to these gentlemen.

The story of the Pratras and the arrangements made there in connection with the wireless station, have already been published in the *Daily Press*, but it might be added that the new station, from which meteorological reports will be broadcasted, is being opportunely opened at the commencement of the typhoon season. Pratras is situated about 180 miles south of Hongkong. By reason of its position—being in the track of the majority of the typhoons which come up the China Coast way—the Pratras Island are of great importance. It is, of course, Chinese territory.

The *Hai Yung* is due back in Hongkong next Sunday.

ABERDEEN MURDER CHARGE.

BRICKLAYER COMMITTED FOR TRIAL.

DENIES STABBING HIS WIFE.

The adjourned case, in which a Chinese bricklayer is charged with the murder of his wife at 24, Wu Pak Street, Aberdeen, on June 21st, was concluded before Mr. R. E. Lindsell at the Central Magistracy yesterday, the man being committed for trial at the August Criminal Sessions.

It will be recalled, as reported in Tuesday's issue, that frequent quarrels are alleged to have taken place between the husband and wife, who had separated over domestic matters, the woman going to live at Aberdeen where her husband occasionally visited her, although he had supported her for a matter of two years, following their separation. The basis of the quarrels, it was stated, was that the husband had thought his wife in love with his brother-in-law; while they had also had words over family matters. On the morning of June 21st, although occupants of the house had heard no quarrel, the husband is alleged to have inflicted a fatal wound in his wife's throat with a chisel, while she was in bed. As a result of this wound she died, and the man was subsequently charged with murder.

HEARD QUARRELS.

Yesterday, Mr. T. M. Hazlerigg, Assistant Crown Solicitor, again appeared to prosecute, and a woman witness was called who said she lived in a cubicle adjoining that in which the defendant, his wife and family lived. While they were living on her (witness's) floor she heard them quarrel once, two or three days before the tragedy. She heard the defendant blaming his wife for not telling him about the betrothal of their daughter. On the night before the tragedy, witness returned home at 10.30 p.m. and the defendant and family were then asleep. She heard no quarrel that night. About 5.30 in the morning she was aroused by a big cry, as though someone was in pain. She thought it was a woman's voice. Witness went into the passage where she was the eldest son and the defendant walking towards a rear cubicle. Witness followed them.

This evidence concluded the case for the Crown.

DEFENDANT'S STATEMENT.

The defendant, making a statement, denied that he stabbed his wife. He said that the infliction of the wound which caused her death was purely accidental. His wife, the husband said, had the chisel and attempted to strike him with it. He warned the blow off, and in some way his wife accidentally plunged the chisel into her throat. As stated, defendant was committed for trial.

SHOT DEAD IN STREET.

SENSATION IN CENTRAL DISTRICT RECALLED.

SUSPICIOUS CHARACTER KILLED BY DETECTIVE.

CORONER'S ENQUIRY OPENED.

During the evening of June 27th a Chinese detective, in plain clothes, was on duty near the Central Market, in the vicinity of Jubilee Street, when he saw four Chinese, who appeared to be men of suspicious character, approaching him. The detective had a struggle with one of them, but the man bolted, discarding his coat in his hurry to get away. Giving chase the detective fired four shots from his revolver at the runaway, who was killed instantaneously.

The incident formed the subject of an enquiry opened by Mr. R. E. Lindsell, sitting as Coroner with a jury, at the Central Magistracy yesterday afternoon.

Addressing the jury, Mr. Lindsell related the circumstances of the affair and said it would be for the jury to decide, after hearing all the evidence, whether the detective was justified in firing or not.

MEDICAL EVIDENCE.

Medical evidence given by Dr. J. R. Craig, Government Medical Officer and Officer in charge of the Victoria Mortuary, said that a post-mortem examination held by him on June 28th, showed that the dead Chinese, aged about 35 years, had received three wounds.

Describing them, the doctor said one was a round puncture wound about one inch to the left of the centre line of the backbone, measuring about three-sixteenths of an inch across, and was just where the spine joined the left hip-bone. The bullet passed through the intestines passing out through the front of the right groin. The second wound seared the left forearm, and the third wound through the liver and small intestines, making a hole in the abdominal wall and passing out through the calf of the leg. The three wounds appeared to have been caused by bullets like the one shown him. The first and third bullets appeared to have been fired from behind and the second from the side.

Evidence by the Police Armourer, Mr. C. Greenwood, was to the effect that the bullet shown him was a .38 calibre short revolver bullet and witness said that the detective's revolver, produced, would fire such a type of bullet.

BULLET AND SHEATH.

Further evidence showed that when the body was removed to the mortuary, the Chinese mortuary attendant picked up a spent bullet while fell out of the dead man's trouser's leg. From the man's socks was recovered a canvas knife sheath.

A Chinese accountant employed at Tung Man Street, next to Jubilee Street, and two streets away from the Central Market heard shouts of "don't move your hands" while he was working at his abacus. He looked out of the shop and saw one Chinese holding another Chinese. He heard no shots.

Another Chinese, who was walking towards Queen's Road saw a Chinese being held in Tung Man Street. On reaching Queen's Road he heard two shots fired.

GAVE CHASE.

Further evidence was to the effect that the detective gave chase to the other Chinese when he bolted from Jubilee Street into Des Voeux Road and that the man was fired at him by the detective, the runaway dropping dead near the Des Voeux Road entrance of the Central Market.

When the dead body was taken to Central Police Station the same evening in a chair, a search produced a dagger from among the man's clothing; while the Chinese detective handed to Detective Sub-Inspector Lane his revolver, which had two live bullets in it and four empty shells.

FELT A STING.

Mr. T. H. King (Director of Criminal Intelligence) stated that a Chinese pedestrian, who was not present in Court, had been wounded by a stray shot from the detective's revolver. The man had felt a sensation as if a stone had given him a slight sting in the leg, but was unaware he had been wounded for some time.

At this juncture, the Coroner adjourned the enquiry until to-day at noon, when the Chinese detective in question will relate his story of the affair.

ALLEGED DISORDERLY CONDUCT.

INCIDENT AT THE CAFE PARISIEN.

MANAGER IN COURT.

As a sequel to an incident, which occurred at the Cafe Restaurant Parisien, in Pedder Building, last night, Mr. L. G. Taylor, the manager, was charged before Mr. R. E. Lindsell at the Central Magistracy yesterday morning with "disorderly conduct."

The Magistrate said he understood that further proceedings would be instituted in the case, and he proposed to remand Mr. Taylor on the charge until Monday. Mr. Taylor, who was on bail of \$100, was informed that he would be allowed a continuance of the bail in the same amount.

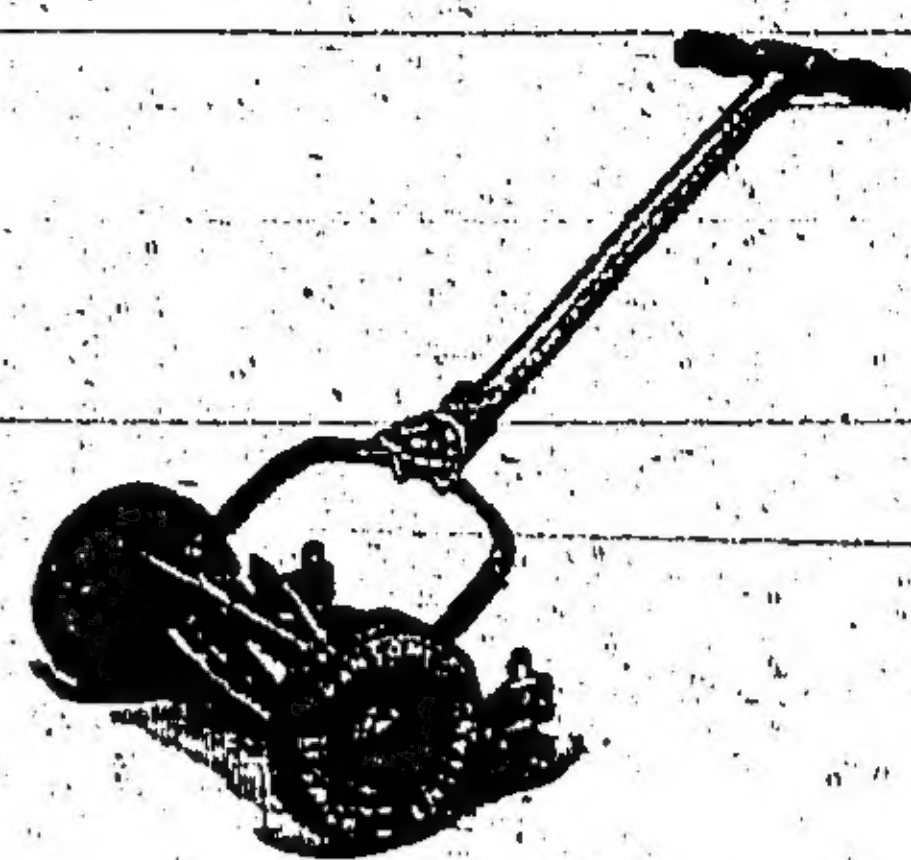
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(L.R.)

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NOTICE.

IN the event of the Consignees not taking Delivery of the undermentioned Goods now stored in the Company's Godowns at West Point by the 31st JULY, 1926, they will be SOLD at PUBLIC AUCTION to defray Cost of Storage, etc.

Godown No.	Packages	Date of Storing	Consignees
7518	57 c/a Merchandise	19/2/21	Geo. Banker
7530	76 c/a Iron Pipes	1/3/21	"
7584	6 c/a Merchandise	1/4/21	"
7656	6 "	7/6/21	Cheung Hing
7818	12 "	9/5/21	Wing Hing Loong
8449	33 b/a Tobacco Leaf	5/8/16	Mow Sing

For CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.
SHEWAN, TOMES & CO.
General Managers.
Hongkong, 16th July, 1926. [3784]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR OCEAN ISLAND AND APIA (SAMOA).

THE Steamer "HAICHONG" will be Despatched for the above Ports (and Return) on or about TUESDAY, the 20th INSTANT.
The Return Voyage will occupy about 45 to 50 days.
A limited Number of First and Second Class Passengers can be taken.
For Passage, Apply to—
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[3751]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

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THE Steamship
"ALIPORE"

carrying His Majesty's Mails, will be despatched from this Port at 10 A.M. on SATURDAY, the 17th JULY, 1926, taking Cargo for the above Ports.
Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the co-carrying Steamer for Marseilles and London.
Passes will be received at this Office until 5 P.M. the day before Sailing. The Contents and Value of all Packages must be declared. For further Particulars, Apply to—
MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 16th July, 1926. [3771]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

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THE Steamship
"KASHMIR"

Captain R. H. STRECKER, O.B.E., R.N.R., carrying His Majesty's Mails, will be despatched from this Port on or about THURSDAY, the 22nd JULY, 1926, at 4 P.M., taking Passengers and Cargo for the above Ports.
Silk, Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.
Passes will be received at this Office until 5 P.M. the day before Sailing. The contents and value of all packages must be declared. For further Particulars, Apply to—
MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 16th July, 1926. [3779]

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INTIMATIONS.

HONGKONG & SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that AN INTERIM DIVIDEND of 23 Per Share, subject to Deduction of Income Tax, has been Declared for the HALF YEAR Ending 30th JUNE, 1926, at Rate of 2 1/2 Per Dollar. The Dividend will be Payable on and after MONDAY, the 27th AUGUST 1926, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.
The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 26th JULY, to SATURDAY, the 27th AUGUST, 1926 (both days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Court of Directors,
A. H. BARLOW,
Chief Manager.
Hongkong, 16th July, 1926. [3777]

HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of TWO DOLLARS Per Share for the Six Months ending 30th JUNE, 1926, will be Payable on THURSDAY, AUGUST 5th, on which Date Dividend Warrants may be obtained on application at the Company's Office, 11, QUEEN'S ROAD CENTRAL.
The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 23rd JULY to WEDNESDAY, the 4th AUGUST (both days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Board of Directors,
H. A. RODGERS,
Acting Secretary.
Hongkong, 14th July, 1926. [3780]

HONGKONG & KOWLOON TAXICAB CO., LTD.

THE THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, 35, DES VOGES ROAD CENTRAL, on TUESDAY, the 20th of JULY, 1926, at 12 Noon, for the purpose of receiving a Statement of Accounts, and the Report of the Directors for the Year ended 30th APRIL, 1926.
The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 10th of JULY, 1926, to TUESDAY, the 20th of JULY, 1926, both days inclusive.

By Order of the Board of Directors,
A. H. BOWE,
Managing Director.
[3783]

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, "St. George's" BUILDING, CHATER ROAD, on THURSDAY, the 22nd of JULY, 1926, at 11.30 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 31st DECEMBER, 1925, and electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 17th of JULY, 1926, to THURSDAY, 22nd of JULY, 1926, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 5th July, 1926. [3744]

SAFE DEPOSIT VAULTS.

THE BANQUE DE L'INDOCHINE beg to inform All Interested in SAFE DEPOSIT, that they have actually in their New Building, 5, QUEEN'S ROAD, SAFE DEPOSIT BOXES at the Yearly Rate of \$8 for the Small Size and \$12 for the Large Size. Please Apply to The CASHIER. [3747]

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ART & GUN EXPOSERS.
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All are Cordially Invited to View our FINE COLLECTION. [313]

LOST.

SHARE WARRANT (No. E. 996) with its 7 DIVIDEND COUPONS of THE CHEE HEIN CEMENT COMPANY, LTD., Was LOST at PEKING, and Has Been Rendered Null and Void. The Public is Herby Advised Not to Negotiate the Same.
NIEH OHIH HSUN.
[3703]

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INTIMATIONS.

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ON SUNDAY, JULY 18TH, 1926, At 3 P.M. SHARP.
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R. S. TILES,
Director,
THE ORIENTAL AUCTION, Messrs. CHINE, [3767]
Macao, 6th of July, 1926.

BY ORDER OF THE MORTGAGEES.

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- 3B.—SECTION G OF ISLAND LOT No. 370 together with No. 5, CIRCULAR PATHWAY and No. 7, TSIU ON LANE. Annual Crown Rent \$0.83. Area: 639 square feet.
- 3C.—SUBSECTION No. 2 of SECTION C OF ISLAND LOT No. 9A together with No. 10, CIRCULAR PATHWAY and No. 2, TSIU ON LANE. Annual Crown Rent \$7.27. Area: 1,286 square feet.
- 3D.—THE REMAINING PORTION OF SECTION C OF ISLAND LOT No. 9A and SUBSECTION No. 1 of SECTION A OF ISLAND LOT No. 9A together with No. 4, TSIU ON LANE and No. 9, CIRCULAR PATHWAY. Annual Crown Rent: \$3.58 and \$0.97. Area: 170 square feet and 593 square feet.
- 3E.—SUBSECTION 2 of SECTION A OF ISLAND LOT No. 9A and SECTION 1 of ISLAND LOT No. 370 together with No. 4, TSIU ON LANE and No. 8, CIRCULAR PATHWAY. Annual Crown Rents: \$4.00 and \$0.01. Area: 704 square feet and 19.5 square feet.
- 3F.—SUBSECTIONS 3 and 4 of SECTION A OF ISLAND LOT No. 9A and SECTION E OF ISLAND LOT No. 370 together with No. 5, TSIU ON LANE and No. 7, CIRCULAR PATHWAY. Annual Crown Rents: \$0.02, \$0.85 and \$0.53. Area: 8.4 square feet, 148.75 square feet and 627 square feet.
- 4.—SUBSECTION No. 1 of SECTION A OF KOWLOON ISLAND LOT No. 1433 together with No. 174, KOWLOON CITY ROAD. Annual Crown Rent: about \$5.30. Area: 750 square feet.

PUBLIC AUCTION

IN 9 LOTS, ON TUESDAY, the 20th DAY OF JULY, 1926, At 3 O'CLOCK P.M. AT THE CHINA AUCTION ROOMS, 4, DUNDRELL STREET, VICTORIA, HONGKONG.

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MR. E. V. M. R. DE SOUSA, The Auctioneer, Hongkong, the 9th day of July, 1926. [3762]

RUSSIAN LADY, 31, desires Position Immediately as NURSERY GOV. Experience. Young Children, Has Ten Years' Experience. Speaks French, German and a Little English—Apply KARMILOFF, MATILDA HOSPITAL. [3776]

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The Daily Press.

HONGKONG, JULY 16TH, 1926.

A PRICELESS ASSET.

The life-blood of Hongkong is shipping. It is a statement that has been repeated again and again by those in a position to judge the causes of the growth and prosperity of this centre of commerce. We are, therefore, interested in any event which affects world shipping and it is with pleasure, and perhaps relief, that we call our readers' attention to the significance of one of the most important shipping transactions since the war. We often hear about the troubles of the old country; let us now chronicle again a triumph.

At the end of the war the hopes and ambition of the United States to develop as a great commercial sea power became apparent to the rest of the world. It seemed inevitable that the richest nation on earth, with one coast-line along the Pacific Ocean and another stretching along the Atlantic from Canada to the Panama Canal, must control the largest merchant marine. Great ideas were put forward and stimulating theories advanced to prove that America's sea ambitions would soon be realised. The trident was to pass into the hands of Uncle Sam.

A few years of practical experience has shown the shipping magnates of America that you cannot change human nature. Uncle Sam does not really like the sea. He is not cut out to be a sailor. Very sensibly he has now decided that he can find plenty of scope for his amazing energy on land. He must have some ships for his commerce, but he is not going to run vessels indefinitely at a loss.

So he sold the White Star Line to John Bull. He decided that it was the wisest thing to do in the circumstances, although it may not have been an easy matter to confess that his old friend and maritime rival across the herring-pond knew more about the shipping business than he did. On the other hand it was expensive to run the line just to "save face."

The fact of the matter is that the British are a maritime nation and the Americans are not. They are much better off materially. They understand mass production and show a genius for certain work that merits the admiration of other nations. The one great asset of the British race is its genius for seafaring. That created the British Empire. It sent the early merchant adventurers to China. It won the battles of Trafalgar and Jutland. We willingly recognise the pre-eminence of the United States in its wonderful system of mass production, but we want no other "chop" for the British Empire than that of Britannia with the trident in her hand.

We can bear many reverses with a smile, but it would be a hard blow if we lost our pre-eminence as a seafaring nation. The sale of the White Star Line was caused by hard economic facts and we may be satisfied that the challenge to Britannia will not be renewed for many a long year.

Mr. Francisco Bonachea, the new Consul for the Republic of Cuba, has arrived in the Colony.

According to the old Chinese calendar, yesterday was the Feast of Heavenly Gifts ("Tien-t'ien-chieh").

The Colonial Secretariat advises us that quarantine restrictions have been imposed against arrivals from Yokohama on account of plague.

An account of the work of the Chinese Y.W.C.A. will be given by Miss Elliot at the Helena May Institute this morning at 10.30.—ADVT.

A Chinese was slightly injured at North Point on Wednesday, through being knocked down by car driven by Mr. H. E. Goldsmith.

The return, in connection with notifiable diseases, states that for the twenty-four hours ended July 14th there were two cases (Chinese) of enteric fever.

A Chinese was sentenced to one week's hard labour at the Kowloon Magistracy yesterday, for stealing two pairs of shoes from a cobbler's stall in Shanghai Street.

Entries for the Hongkong Lawn Bowls Association's Double Championship and Spey Royal Cup competitions, closed yesterday, but details were not available.

H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) and Lady Clementi, had a party at Mountain Lodge yesterday afternoon, at which over a hundred people attended.

Mr. M. L. Maille is retiring from his position of manager of the Grand Hotel de Peking, and will live at his residence in the Western Hills, near Peking. He will be succeeded, within a few days, by Mons. Tillet from Paris.

Mr. J. H. Taggart, Managing Director of the Hongkong and Shanghai Hotels, Ltd., left Shanghai on the 8th inst., aboard the str. *President Pierce* for the United States. He will visit there and in England before returning to the Orient about next November.

The students of Ying Wa, St. Stephen's College, St. Paul's College, and other Christian institutions will this year have a summer conference at the hotel of St. Stephen's College, from August 20th to 24th, instead of going to Canton for the purpose as in former years.

As the result of search on board the Dutch steamer *Van Overstegen*, on her arrival from China at Peking on July 7th, 879 taels of illicit opium await ownership at the Government Chandu Monopolies. The opium was found among the cargo in number two hold and is valued at \$7,311.

This summer throughout Hongkong there will be ten Vacation Bible Schools conducted by local Chinese Christians, beginning July 19th. More than 1,500 children are expected to attend. These Vacation Schools continue for one month. They are under the direction of Mr. Chang King Suen, of the Chinese Y.M.C.A.

The death is reported of Mr. Peter Cronin, Chief Detective Inspector and Court Inspector at Malacca, which occurred last week at the early age of forty and after a period of illness. A former member of the Royal Irish Constabulary, the late Mr. Cronin joined the Straits Settlements Police Force some twenty-six years ago and rose from the rank of constable to the position he held at the time of his death. Mr. Cronin went to Malacca from Singapore in 1922.

Home mail via Negapatam (letters only, dated London, June 17th) arrived by the s.s. *Chirala* yesterday afternoon.

At the Kowloon Magistracy yesterday, a Chinese was sentenced to two weeks' imprisonment for loitering in the vicinity of the Observatory early on Wednesday morning.

In a collision between motor-cars, driven by Professor Coffey, of the Hongkong University, and Mr. W. A. Hannibal on the Repulse Bay Road, on Wednesday night, one of the cars was slightly damaged.

A solemn Requiem Service for the late Rev. Mother Felicie, Superioress of the French Convent, is to be held at the Roman Catholic Cathedral on Monday next, the 19th inst., at 8 a.m. All friends are cordially invited to attend.

While Mrs. Grantham, of Queen's Gardens, was walking Des Vaux Road, near the Sincere Company, at noon on Wednesday, a Chinese snatched a silk bag she was carrying in her hand and made his escape. The bag, valued at \$20, contained in addition to a few articles a sum of \$18 in money.

Lieut. Col. W. R. Meredith, D.S.O., the Royal Inniskilling Fusiliers, who arrived at Singapore by the *Rangra* on the 3rd inst., has been appointed to take over the duties of Commandant, Federated Malay States Volunteer Regiment, in succession to Lieut. Col. F. B. W. Graham, D.S.O., M.C., the Royal Ulster Rifles.

The two "world cyclists," Ignio Gibelli and Anthony Kindinger, who were in Hongkong some little time ago, during their tour of South China, recently reached Hankow, after an interesting although arduous journey from Canton via many Chinese villages and mountain paths. From Hankow they have proceeded on to Northern China.

There was to have been a sale, by order of the mortgagees, of leasehold property situate at Nos. 12 and 14, Mui Fong Street, with areas of 1,093 square feet and 779 square feet, respectively, at Mr. A. G. da Rocha's salerooms, No. 2, D'Aguilar Street, yesterday afternoon, but, prior to the time of the sale the property was withdrawn from the market.

A pretty wedding took place in Paris on June 24th between Mademoiselle Colette Bernheim, daughter of Madame and Monsieur le Colonel Bernheim, Officer de la Legion d'Honneur, Croix de Guerre, and grand-daughter of Madame Comandeur de la Legion d'Honneur, Croix de Guerre, with Mr. L. Walsh, Hongkong, manager of J. Ullmann & Co.

Before Mr. R. E. Lindell, at the Central Magistracy yesterday, three Chinese were charged with unlawful possession of opium. Inspector Watt intimated that a further charge of dealing in opium might be preferred against the first defendant. The case was remanded, bail being allowed the first defendant in the sum of \$500, the second \$150, and the third \$90. Mr. W. B. Hind represented the defendants.

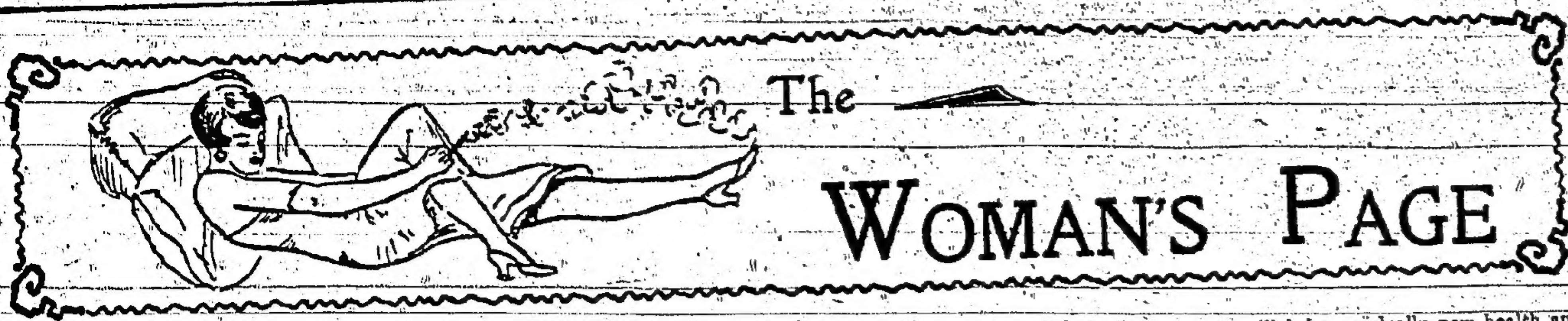
That the substitution of a Klaxon horn for the ordinary bicycle bell is forbidden by law was impressed upon a Chinese who was charged, at the Kowloon Magistracy yesterday morning with not providing his bicycle with a bell. His Worship pointed out to the defendant that by having a motor horn on his machine he would deceive motor drivers into thinking that he was riding a motor vehicle. Defendant was cautioned.

Mr. M. Manuk, President of the Hongkong Lodge of the Theosophical Society, returned from his usual annual trip in Australia yesterday afternoon, by the s.s. *Taipei*. He was given a hearty welcome by the members when he attended the weekly meeting of the Hongkong Lodge of the Theosophical Society at Duddell Street last evening. He was also the lecturer. During his address, he referred to his visit to Australia and his interesting experiences there.

The total mail brought was 84 bags, of which 47 bags were from the United Kingdom. The remainder was from Europe and Straits. The s.s. *Taipei* brought 106 bags of mail (letter and papers) from Australia and Manila. To-day the s.s. *Mishima Maru* is due with more Australia and Manila mail; while the s.s. *President Tai* will bring Manila mail as well. Papers from Home via Negapatam (London, June 17th) are not due until Monday on the s.s. *Hei Mei Mark*.

In connection with the local celebration of the French National Day (July 14th) there was a large attendance at the Cafe Parisien on Wednesday night to participate in the gala programme arranged by the management. The Cafe was prettily decorated with the flags of different nations, and the tables were covered with red, white and blue bunting. Many novelties were in evidence, and a very enjoyable time was spent. Mr. Cotton, late of the Hongkong Hotel, is now assistant manager of the Cafe. On Saturday evening the Cafe Parisien will hold a "Carnival dinner."

Rumours that valuables, mostly in the shape of jewellery, have been found by workmen digging among the ruins of the burnt-out portion of the Hongkong Hotel during its present course of reconstruction have proved to be much exaggerated. One rumour was that some jewellery had been melted down during the fire and had now been brought out in a mass. It has been found, however, that the few trinkets recovered have been practically valueless, and not worth claiming. It has not yet been decided to what extent the interior of the damaged portion of the hotel will be demolished, or how many stores will be rebuilt.

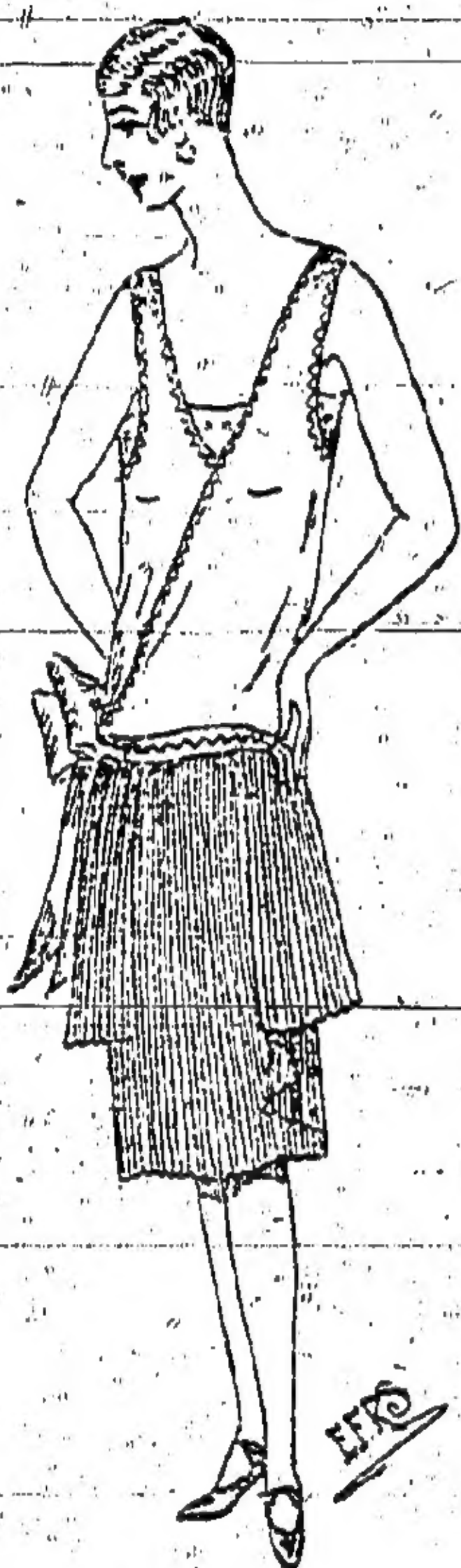


The WOMAN'S PAGE

FASHION.

Summer capes, we are told, are extraordinarily popular now in Paris and, fortunately, capes are the most becoming and graceful wear that could be found. The other day I saw a few very delightful models at Mme. Flint's—French models in black, purple and brown. There are also very pretty models in other stores and it ought not to be difficult to find something attractive to suit every taste.

For those who cannot afford French models I can offer a few suggestions. The central illustration on this page shows a cape of the now-so fashionable broad pattern which may be worked in one, two or three pieces and can be inter-set with stripes of gold or silver. From the tips on both sides the cape can be buttoned up to serve as a coat.



This model shows a tunic of crepe-satin and a pleated, tiered skirt of crepe-georgette with panel in front. The trimming can be effectively worked of silver brocade.

(Buttons and buttonholes are slightly indicated in the pattern.) For those who grow tired of their shawls, a shawl may be remodelled on these lines quite easily.

The plainer model is very effective when made of black or white silk with a black or white collar and lining. A light cape like this one is certainly very chic and is extremely useful out here where the evenings never grow cold enough for a heavier coat.

There is a "pied-in-front" tendency in many dress models now-a-days in order to preserve the slim silhouette. Skirts remain stationary at 14 inches from the ground but waistlines are either long, embroidered and very wide, or non-existent at night time. Fringe is still in vogue and produces—although straight in repose—a restless line as soon as the wearer moves or dances.

As far as colour is concerned the majority of fashionable women in Europe still favour black for evening gowns. It is lovely and cool to wear out-

here and as it allows such a great variety in trimmings and accessories, it never becomes monotonous.

Pleating has an important place in the fashion field and it is quite smart to hold pleats in place by several horizontal lines of machine stitching, giving the effect of a skirt yoke. As far as dress accessories are concerned, it might be mentioned that bags should match hats and shoes. The most fashionable colour for stockings at the present is plain beige or grey silk for day wear. The sweet, cloying, and rather too apparent perfumes have gone the way of the crinolines and the ruffles and their place has been taken by more delicate scents. I passed through Watson's perfumery department the other day and there is a more than wonderful choice of all kinds of French perfumes.



A smart cape which may, if required, be buttoned to serve as a coat. A shawl may be easily and effectively remodelled on these lines.

Houbigant, Coty's and others. They are not expensive either. Almost every woman who uses perfume knows that it should not be put on the dress but on the lingerie. Even the best perfumes are likely to stain our dresses. A little perfume on the forehead or on the neck gives a distinct charm. M.M.V.

Shoes and Ankles.

There is hardly anything that speaks more for the whole person or is in itself a greater recommendation of the rest of the dress than a good pair of shoes and the right shoe for the right occasion. Even old dress will look all right if your footwear is at its best. If you have shapely ankles you can find a great variety of shoes and slippers with pretty straps. But should your foot be short and your ankle rather big avoid straps and wear slippers without straps. The Americans have ankle corsets which help wonderful to shape ankles but it is not good to wear them for long periods or too often and I would not advise them use on a long walk.

THE BEAUTY PARLOUR.

Campbell Moore's employ some clever and good hairdressers and they have all kinds of toilette articles in stock. I, therefore, asked recently why it was that the Empress beauty parlours attracted so many Hongkong women. It was admitted that the hairdressers on these boats are very good indeed and pleasure was expressed that so many ladies in Hongkong had enough money to allow good dollars to be spent on hair cuts. It would be a good investment I think if some of our local hairdressers would send a few of their best assistants for a short intensive training in the latest American methods. As long as shingling is fashionable there will be a steadily growing demand here for expert hairdressers. Even now some of the beauty parlours are so constantly crowded with Chinese shingled maidens who have to wait patiently for their turn.



A light chic cape, very suitable for Hongkong.

With the slim line goes the slim modern goffure and apparently the curls and the puffs of a few years ago are gone for ever. But this new simplicity emphasizes dry, oily and neglected hair. It accentuates any little lack of perfection. Never before has fashion demanded hair so well-groomed, so alive and so clean.

Here is an old but well recommended recipe for a hair lotion which serves especially to strengthen the hair.

Sulphate of quinine 10 grains
Tincture of Iodine 1 ounce
Tincture of Cantharides 1 drachm
Eau de Cologne 1 ounce
Spirit of bay 1 ounce
Glycerine 1 ounce
Rose Water 8 ounces

Blonde hair needs usually more care than dark hair. Blonde hair must be immaculate—the tiniest bit of dust, dimes its lustre. Because blonde hair must be washed more frequently than dark hair and because, too, the scalp of the blonde is often more sensitive than that of the brunette, the shampoo is recommended. A proper shampoo is more than a mere washing of the hair. The proper shampoo will not only cleanse wonderfully,

but will bring gradually new health and vitality to your hair.

The shingle has caused a revolution in the boudoir millinery. Instead of the floppy, frilled caps that once covered long plaits tied with blue ribbons, Eve to-day covers her head with a basin shaped affair that is not unlike a beehive. If she wants to look fluffy she has tufts of ostrich feathers over each ear. Some have design painted on them in gay tints. All this serves to keep the close shingle in shape.

The Other Point of View.

"I had rather wear my hair long and have a few people say that I am old-fashioned than to have it cut off and be classed as 'just another bobbed-haired girl.'"

This is Jobyna Ralston's reply to all questions relative to the clipping of her long brown curls. That is her own personal interest in the matter. As a matter of professional interest she couldn't have her hair bobbed if she wanted to. She is under contract to Harold Lloyd with a stipulated phrase in the contract that she is not to bob her hair during the interval of her engagement with him.

"Although my hair is long, I have no trouble in putting it up," Miss Ralston says. "I have a lot of fun experimenting with different types of hair dress that I would be unable to do if it were bobbed. Most girls with bobbed hair spend their spare time getting it look after, or get up an hour earlier in the morning to curl it themselves."

"I like to play golf too well to sit around in a hair dresser's shop, and, as my hair is naturally curly, all I have to do is to dampen it a bit, brush it a little, tuck in a few hairpins and I'm all ready for work or play. No sir, no bobbed hair for me!"

Finger-nails.

The latest craze in Paris is to paint the finger nails the colour of the hat. Thus with a purple hat you can have purple finger nails. I do not suppose many women will follow this fashion even in Paris. And yet if one wanted to be very "dashing," think in how many different colours one could enamel one's finger-nails!

HOUSEHOLD HINTS.

Out with the Inkspot.

There are quite a few recipes available for getting rid of inkspots before the dress has been washed. But the other day I read of a procedure for getting rid of these stains after the garment had returned from the laundry.

Take permanganate potash and add a few drops of oil of vitrol to it. Then brush the whole mixture on to the material and you will produce a nasty brown stain. But this will disappear if you apply in about ten minutes time a weak solution of hydrogen peroxide. Subsequently, wash the whole thing in clear water, and the inkspots will disappear.

A may-be Cocktail.

You may call it a "may-be cocktail" or a refreshing drink. It is absolutely harmless and very invigorating. Take two wine glasses of Italian vermouth, one wineglass of whisky and a bottle of ice lemonade, and shake the mixture in the cocktail shaker. Add a piece of ice and see if it does not make a refreshing drink, served before dinner.

"FROM ONE WHO KNOWS."

OUR COOKING RECIPE.

One of the finest cooks in Hongkong will, each week, give a favourite recipe in this column.

String Beans Lyonnaise.

Cut three slices of bacon in small pieces, cook crisp and remove the fat. Cook a small sliced onion in the fat until yellow; add three cupfuls of cooked string beans, with the bacon, one-quarter teaspoonful of salt and one-eighth teaspoonful of pepper. Serve very hot. Tarragon or mint vinegar is very good with this dish.

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SHIPPING NEWS.

ARRIVALS.

July 14th.
Jade, French str., 388 tons, Capt. P. Maternati, from Fort Bayard, with general cargo and pigs, lying at buoy No. 338—Shan Cheong S.S. Co.
Song Bo, French str., 780 tons, Capt. J. Bouamont, from Fort Bayard, with a general cargo, lying at buoy No. 338—Messageries Maritimes.
Sui Yik, Chinese str., 178 tons, Capt. Lo Shui, from Sha U Chung, with a general cargo, lying at Luen Cheong Wharf—Fook Hoi S.S. Co.
Tilava, British str., 3,133 tons, Capt. R. W. Rowe, from Osaka and Amoy, with general cargo, iron and pigs, lying at buoy No. 423—Mackinnon, Mackenzie & Co.

July 15th.

Chung Hing, Chinese str., 249 tons, Capt. Leung Sau Kong, from Kwang Chow Wan, with a general cargo, lying at buoy No. 338—Hong On & Co.
Fulda, German motor ship, 6,493 tons, Capt. Rich. Arnold, from Hamburg, with general cargo, lying at Kowloon Wharf—Melchers.
Hui Ning, British str., 332 tons, Capt. W. C. Passmore, from Fookchow and Amoy, with a general cargo, lying at Douglas Wharf—Douglas, Lapraik & Co.
Shiraka, British schooner, 4,872 tons, Capt. T. S. Beadle, from Singapore, which port she left on July 10th, with a general cargo, lying at Kowloon Wharf—Mackinnon, Mackenzie & Co.
Taiping, British str., 2,579 tons, Capt. A. M. Frame, from Melbourne and Manila, with a general cargo, lying at buoy No. 42—B. & S.
Tak Hing, Chinese str., 105 tons, Capt. Lo Shan, from Nam Tau, with a cargo of vegetable, lying at Luen Cheong Wharf—Fook Hoi S.S. Co.

CLEARANCES.

July 15th.

Fulda, for Shanghai.
Jade, for Kwang Chow Wan.
President Grant, for Shanghai.
Song Bo, for Kwang Chow Wan.
Sui Yik, for Sha U Chung.
Tak Hing, for Huihoi.
Tilava, for Haiphong.
Tijurany, for Muntok.

SHIPPING MOVEMENTS.

The R.M.S. Empress of Canada arrived at Kowloon on July 14th at 5 p.m., left that port on the same date at midnight, and was at Yokohama on July 16th at 8 a.m.

VESSELS EXPECTED.

Alliance (P. & O.), due to-day, about 4 p.m.
Canton (Swedish East Asiatic Co., Ltd.), due July 24th.
Nanyang (Swedish East Asiatic Co., Ltd.), due August 12th.

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CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SAILINGS FOR SHANGHAI AND JAPAN.

M.V. "MUNSTERLAND" due here on or about 3rd August
S.S. "OLDENBURG" due here on or about 31st August

SAILINGS FOR EUROPE.

M.V. "VOGTLAND" sailing from here on or about 8th August

For freight, passage and further particulars please apply to

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TEL. C. 2225.

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COPENHAGEN.

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will be loading for VALENCIA, MARSEILLES, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN, and other SCANDINAVIAN PORTS.

On or about 24th July, 1926

Further Sailings	Expected on or about	Will leave homeward bound on or about
M/S "Peru"	28th July	
M/S "Danmark"	8th August	
S.S. "Kina"	17th August	
M/S "Asia"	10th September	

Subject to change without notice.

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FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT MADISON" ... July 27th
"PRESIDENT JACKSON" ... Aug. 6th

TO EUROPE—£120-£112

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monocles on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking arranged.

FOR MANILA

"PRESIDENT MADISON" ... July 19th
"PRESIDENT JACKSON" ... July 31st

HONGKONG AND SHANGHAI BANK BUILDING.

Telephone: Central 2477, 2478 & 795.

PASSENGERS.

ARRIVALS.

Per s.s. Hui Ning, on July 15th:—Mr. W. Ritchie.

Per s.s. Shiraka, on July 15th:—Mrs. L. Johnson.

Per s.s. Taiping, from Australia via

ports, on July 15th:—Mr. and Mrs. B. G. Quick, Mr. M. Manuk, Mr. and Mrs. Jennings and child, Capt. C. P. Miller,

Mr. S. R. Smith, Mrs. T. Maloney, Miss G. M. Langdon, Mr. and Mrs. Wm. Snaith, Mr. and Mrs. W. L. Coleman,

Mr. and Mrs. Guillet, Mr. and Mrs. S. W. Edmondson and two children, Mrs. N. F. Gray, Mrs. S. Sheahan, Mr. and Mrs. P. H. Bryce and family, Mr. J. Barrett, and Mrs. Amy Webber.

Per m.s. Fulda, on July 15th:—Mr. R. Jahluena and family, Mr. O. Krueger,

Mr. and Mrs. M. Langshaw, Mr. F. Lehmann, Miss S. Hansen, Mr. and Mrs. C. Jauchling, Mr. A. N. and daughter,

Mr. J. Langard Lieau and daughter, Mr. A. Seis, Mr. B. Teichmann, and Mr. and Mrs. van Eupen.

DEPARTURES.

Per Admiral Oriental liner President

Grant, for Seattle via Shanghai and Japan ports, on July 15th:—Mr. K. T. Lee, Mr. W. Kreiger, Capt. J. C. Bharucha, Capt. and Mrs. W. E. Clarke,

Mr. V. Rose, Mr. C. F. Wolfstetter, Mr. E. A. Danm, Mr. R. Daniel, Mr. F. Sharp, Mr. A. H. Boyd, Mr. S. J. Burn,

Mr. A. E. Hara, Mr. and Mrs. J. S. Jennings, Master Jennings, Mr. H. Schumacher, Capt. C. P. Miller, Mrs. Moloney, Mr. V. Satosky, Mr. J. M. Reidy, Mr. E. C. Pomeroy, Mr. A. A. Bryan, Mrs. A. N. Bryan, Mr. I. Delbourgo, Mr. H. R. Greenhalgh, Mr. W. P. Scott, Sister Mary Clara, Sister Mary Dolores, Mr. A. Van Asche, Miss Bessie Douglas, Mrs. R. G. McLeod, and Mr. T. W. Tarrell.

Per s.s. Empress of Russia, for Manila, on July 14th:—Mr. J. O. Afenir, Mrs. K. Ahern, Miss M. Ahern, Mr. G. Abbie, Mr. H. A. Anderfeldt, Mrs. Bourne, Miss L. A. Boyuga, Mr. and Mrs. M. Borromeo, Mrs. E. L. Corn, Mr. W. F. Cowan, Mr. F. Cooper, Mr. C. R. Cordero, Mr. E. A. K. Conant, Mr. F. Donard, Mrs. L. Drage, Miss L. Drage, Mr. C. F. Diddle, Miss A. Dangle, Miss M. Dillon, Mr. L. Erbes, Mr. A. E. Elworthy, Miss F. M. Franklin, Dr. and Mrs. A. W. Fregeon, Mr. and Mrs. G. D. Fregeon, Mr. and Mrs. F. G. G. Fregeon, Mr. and Mrs. J. R. Hylton, Miss H. D. Jones, Mr. and Mrs. S. F. Jackson, Mr. I. Krick, Mr. J. Kelsey, Mr. W. F. Koe, Mr. D. Lowell, Mr. B. J. Lender, Mr. J. Loriga, Miss E. L. Moffett, Miss M. M. Maquin, Mrs. C. L. McCullum, Mr. and Mrs. C. R. Mercer, Mr. H. R. Maag, Mr. L. M. Mendith, Mr. W. E. Mitchell, Mr. Merrill, Mr. D. Menchea, Mr. D. Mouron, Miss E. L. Moffett, Miss F. Nicholas, Mr. R. Orton, Mr. C. H. Owen, Mr. G. E. Powell, Rev. and Mrs. H. S. Potter, Mr. G. Pettrequin, Mr. W. Richardson, Mr. and Mrs. J. S. Reese, Master N. Reese, Miss M. Steen, Mr. and Mrs. T. A. Smart, Mr. J. J. Toles, Miss G. Toye, Mr. R. J. Tozer, Mr. and Mrs. P. Valenzuela, Master M. Valenzuela, and Mr. H. Wall.

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LARGEST AND FASTEST STEAMSHIPS.

Special FARES to EUROPE

£120 £112 £83

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via SHANGHAI and JAPAN PORTS.

STEAMERS	H'kong. Leave	Shanghai. Leave	Kobe. Leave	Yokohama. Leave	Vancouver. Arrive
EMPRESS OF RUSSIA	July 22	July 25	July 28	July 31	Aug. 8
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 3	Sept. 6	Sept. 9	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG-MANILA-HONGKONG-SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 11	Aug. 13	Aug. 14	Aug. 15
Aug. 25	Aug. 27	Aug. 28	Aug. 30

Passenger Department:

Tel. C. 752.

Cables: GAOANPAO.

Freight and Express:

Tel. C. 42.

Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU	Tuesday, 27th July, at Noon
TENYO MARU	Monday, 9th Aug., at Noon
KOROA MARU	Tuesday, 24th Aug., at Noon
SHINYO MARU	Tuesday, 7th Sept., at Noon

Omit Honolulu. Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

RAKUYO MARU	Saturday, 17th July, at Noon
GINYO MARU	Wednesday, 25th Aug., at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

KASHIMA MARU	Saturday, 17th July
HAKONE MARU	Saturday, 31st July
SUWA MARU	Saturday, 14th Aug.
FUSEIMI MARU	Saturday, 28th Aug.
BUZAKI MARU	Saturday, 11th Sept.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU	Wednesday, 21st July, at 11 a.m.
MISHIMA MARU	Wednesday, 18th Aug., at 11 a.m.
TANGO MARU	Wednesday, 22nd Sept., at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

CALCUTTA MARU	Friday, 6th Aug.
BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.	Friday, 8th Aug.

BOMBAY via Singapore, Penang & Colombo.

TOTOTRI MARU	Thursday, 19th July
CALCUTTA via Singapore, Penang & Baugoon.	Thursday, 22nd July
MORIOKA MARU	Thursday, 22nd July

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU	Saturday, 17th July
SHANGHAI, KOBE & YOKOHAMA.	Saturday, 17th July
NAGANO MARU	Saturday, 17th July
LIMA MARU	Wednesday, 31st July
GENOA MARU	Thursday, 22nd July
BAKOZAKI MARU	Monday, 26th July

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depts.).



SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at H'kong. and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
ANDRE LEON	...	...	20th July, 1926
PAUL LECAT	...	...	3rd Aug. "
GENERAL METZINGER	18th June, 1926	21st July, 1926	17th Aug. "
AMAZONE	...	...	14th Sept. "
ANGERS	30th July, "	21st Aug. "	28th Sept. "
D'ARTAGNAN	13th Aug. "	14th Sep. "	12th Oct. "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance)
A Class 1st Class ... £ 99. 0d. 0d. B Class 1st Class ... £ 65. 0d. 0d.
STRAKERS 2nd ... £ 70. 0d. 0d. STRAKERS 2nd ... £ 31. 0d. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).

As "CAPITAINE FAURE" from DUNKIRK LONDON & HAVRE is due to arrive on the 21st July.
Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.

Telephone: Central 740.

8, QUEEN'S BUILDING.

CONSIGNATION—111 WEST-REPRESENTATION.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TIENSIN	CHIPSING	Saturday, 17th July, at 7 a.m.
SHANGHAI	YATSHING	Saturday, 17th July, at Noon.
SANDAKAN	HINSANG	Tuesday, 30th July, at 2 p.m.
HAIPHONG	MINGSANG	Wednesday, 21st July, at 8 a.m.
TSINGTAU via SHANGHAI	FOOSHING	Wednesday, 21st July, at Noon.
SHANGHAI	SUISANG	Wednesday, 21st July, at Noon.
STRAITS & CALCUTTA	LAISANG	Wednesday, 21st July, at 3 p.m.
KOBE via SHANGHAI & YOKOHAMA	KUMSANG	Sunday, 25th July, at 7 a.m.
HAIPHONG	CHAKSANG	Sunday, 25th July, at 9 a.m.
TSINGTAU via SHANGHAI	KWONGSANG	Wednesday, 28th July, at Noon.
HAIPHONG	LEESANG	Thursday, 29th July, at 8 a.m.
TIENSIN	CHEONGSHING	Thursday, 29th July, at Noon.
KOBE via MUJI	FOOKSANG	Sunday, 1st Aug., at 7 a.m.
STRAITS & CALCUTTA	HOSANG	Tuesday, 3rd Aug., at 3 p.m.
TSINGTAU via SHANGHAI	HOPSANG	Wednesday, 4th Aug., at Noon.
KOBE via MUJI	NAMSANG	Saturday, 7th Aug., at 7 a.m.

For Freight, or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone: Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong.	Vessel	Discharges	Leaves H'kong.
"GLENIFFER"	24th July.	"CARNARVONSHIRE"	2nd July	London, Rotterdam & Hamburg via Oran.
"GLENOGLE"	3rd Aug.	"GLENAMOEY"	24th "	London, Rotterdam & Hamburg via Oran.
"GLENAMOEY"	24th "	"GLENABERY"	2nd Sept.	London, Rotterdam & Hamburg via Oran.
"GLENABERY"	2nd Sept.	"GLENAP"	16th "	London, Rotterdam & Hamburg via Oran.

Movements are subject to change without notice.

For Freight, or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

Telephone: Central No. 215 sub-ex. 23, and Central 3838.

NORDDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER

AND

FREIGHT SERVICE.

Cabin class £73. 4s. 0d. } To GENOA.
Intermediate class £48. 2s. 0d.



NEXT SAILINGS:

STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR SHANGHAI AND JAPAN.	SAILINGS FROM HONGKONG TO: GENOA, MARSEILLES, ROTTERDAM, HAMBURG, BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
"ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS."		
"FRANKEN"	14th August, 1926	About 5th of August, 1926.
"FULDA"	11th September, "	22nd August, "
"KONIGSBERG"	9th October, "	16th October, "
"TRIEM"	13th November, "	13th November, "
"SAARBRUECKEN"	6th November, "	11th December, "
"COLENZ"	4th December, "	9th January, 1927
"YORK"	30th December, "	6th February, "
"FULDA"	27th January, 1927.	6th March, "
"DERFLINGER"		

§ Will call at Trieste and Venice instead of Genoa and Marseilles.

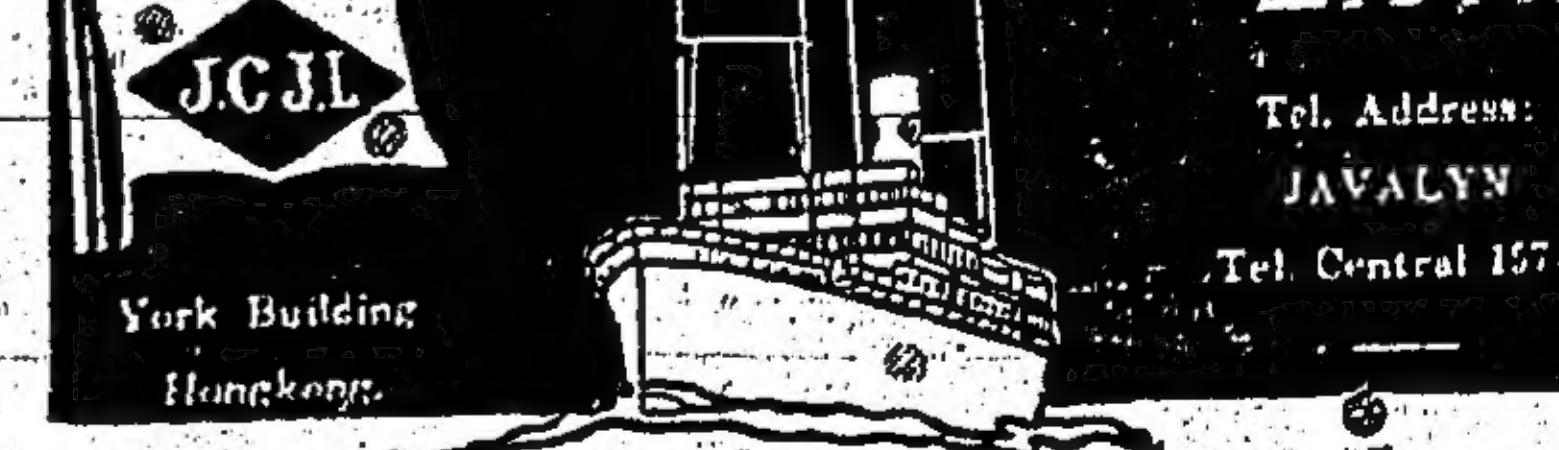
For Freight and Passage, please apply to—

MELCHERS & CO.,

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8, Queen's Building, Chater Road.

Agents, HONGKONG.

JAVA-CHINA-JAPAN-LIJN.



REGULAR FOREWORTH SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIMANOEK	JAVA & M'KERR.	20th July	23rd July	AMOI, SHANGHAI & DALNY
TJISDAR	BATAVIA	25th "	28th "	SHANGHAI
TJISROBA	SHANGHAI	28th "	31st "	BATAVIA
TJIKIN	DALNY & AMOI	4th Aug.	6th Aug.	M'KASSER & SOERABAYA
TJIKIBANG	BATAVIA	8th "	11th "	SHANGHAI
TJISONDARI	SHANGHAI	9th "	12th "	BATAVIA
TJIMANOEK	NORTH CHINA & AMOI	18th "	20th "	BATAVIA
TJIKANDI	JAPAN	22nd "	24th "	BATAVIA

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
 (ELLERMAN & BUCKNALL S.S. Co., Ltd.)

"CITY OF BEDFORD" ... Via Suez Canal ... 30th July.
 "MALVERNIAN" ... Via Suez Canal ... 13th August.

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE
 (ANDREW WAIN & CO., LTD.)

Sailings from Hongkong
 M.V. "WEIRBANK" ... via Suez Canal ... 30th July.

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
 (ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "ROMEO"Marseilles, London, H. & W. & Hamburg ...
 From Hongkong, 23rd July.

FARES TO LONDON "A" 1st Class £38. 2nd Class £30.
 "B" 1st Class £20. 2nd Class £15.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

STEAMER From Hongkong July/August.
 Loading for Mauritius, Delagoa Bay, Durban, East London, Agnes Bay, Port Elizabeth, Mossel Bay and Capetown.
 Through Bills of Lading issued to Baira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Natal, Lourenco Bay, Walvis Bay, and Malagascar.

AUSTRAL-EAST INDIES LINE
 (ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 8th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
 Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

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Tel. Cent. 4791.

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IMPROVED SERVICE

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M.V. "JAPANESE PRINCE" ... Leave Hongkong 29th July
 M.V. "CHINESE PRINCE" ... 7th September

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

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KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE STEAMSHIP

"VAN OVERSTRATEN"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on the 22nd July, at Noon.

Offers excellent Saloon accommodation.
 All lower berths. Doctor carried.
 English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to all destinations in the Netherlands East Indies and Australia.

Agents—

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Yokohama, Chiba, Kanda.

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND.)
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR
 STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
 CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
 EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"ALFORD"	5,273	17th July, 10 a.m.	Saigon, S'pore, Penang, Colombo & Bombay.
"PADUA"	5,307	19th July, Noon	Marseilles, London, Hamburg, Rotterdam & Antwerp.
"KASHMIR"	8,985	22nd July, 4 p.m.	Singapore, Penang, Colombo and Bombay.
"BANPURA"	18,585	24th July, Noon	Marseilles and London.
"DELTA"	8,097	24th Aug.	Marseilles, London, and Antwerp.
"MACEDONIA"	11,089	31st Aug.	Marseilles, London & Antwerp.
"KALYAN"	9,144	4th Sept.	Marseilles, London & Antwerp.
"NAGPORE"	5,283	10th Sept.	Marseilles & London.
"MALWA"	10,941	18th Sept.	Marseilles, London & Antwerp.
"KASHGAR"	9,005	2nd Oct.	Marseilles and London.
"MOBEA"	10,918	16th Oct.	Marseilles, London & Antwerp.
"KRYBER"	8,114	30th Oct.	Marseilles and London.
"MANTUA"	10,902	13th Nov.	Marseilles, London & Antwerp.
"KARMALA"	9,128	27th Nov.	Marseilles and London.
"MACEDONIA"	11,089	11th Dec.	Marseilles, London and Antwerp.
"DELTA"	8,097	25th Dec.	Marseilles and London.
"MALWA"	10,941	8th Jan.	Marseilles, London and Antwerp.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APOAR SAILINGS

Steamship.	Tons.	From Hongkong (about)	Destination.
"TILAWA"	10,008	16th July, 2 p.m.	Singapore, Penang and Calcutta.
"TALAMBA"	8,018	22nd July	do.
"SHIRALA"	7,841	3rd Aug.	do.
"TALMA"	10,000	10th Aug.	do.
"TAKADA"	6,948	27th Aug.	do.
"SANTHA"	7,754	5th Sept.	do.
"TILAWA"	10,008	11th Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

Steamship.	Tons.	From Hongkong (about)	Destination.
"TANDA"	6,956	27th August	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	1st Oct.	do.
"ARAFURA"	6,900	29th Oct.	do.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hoio, Cebu, Kolambagan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship.	Tons.	From Hongkong (about)	Destination.
"SHIRALA"	7,841	16th July, 10 a.m.	Amoy, Shanghai, Moji, Kobe and Osaka.
"MACEDONIA"	11,089	22nd July	Shanghai, Moji & Kobe.
"TALMA"	10,000	23rd July	Moji and Kobe.
"NAGPORE"	5,283	2nd Aug.	Shanghai, Moji and Kobe.
"TANDA"	6,900	3rd Aug.	Moji, Kobe, Osaka and Yokohama.
"KALYAN"	9,144	5th Aug.	Shanghai, Moji and Kobe.
"TAKADA"	6,948	6th Aug.	Shanghai, Moji and Kobe.
"SANTHA"	7,754	15th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	19th Aug.	Shanghai, Moji and Kobe.
"TILAWA"	10,008	20th Aug.	Yokohama only.
"KASHGAR"	9,005	30th Aug.	Shanghai and Kobe.
"ST. ALBANS"	4,500	3rd Sept.	Shanghai, Moji and Kobe.
"MOBEA"	10,918	16th Sept.	Shanghai, Moji and Kobe.
"KRYBER"	8,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	6,900	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,902	18th Oct.	Shanghai, Moji and Kobe.
"KARMALA"	9,128	29th Oct.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai and Kobe.
"TANDA"	6,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"MACEDONIA"	11,089	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	27th Nov.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,941	10th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,900	4th Jan.	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabbins are fitted with Electric Fans free of charge.
 Steamers on London and Australian Lines are fitted with Laundries.
 Parcels measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
 P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR SWATOW, AMOY & FOOCOW

Calling at Swatow for Passengers only

AND RETURN

(Occupying 8 or 10 Days)

HAININGCapt. W. O. Passmore...Saturday, 17th July, at 5 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
 Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and return by the same steamer by the "HAINING," "HAIKONG" and "HAIKING" at the Reduced Rate of \$30.00 including Meals while the steamer is in port.

For Freight and Passage apply to—

DOUGLAS LAPRAIR & CO.

General Managers.

CHINA NAVIGATION CO., LIMITED.

BANGKOK	... "CHINUA"	... On 16th July.	6 a.m.
SHANGHAI & TSINGTAO	... "SHANTUNG"	... On 17th July.	6 a.m.
AMOI, SINGAPORE & BANGKOK	... "KIANGSU"	... On 17th July.	Noon.
SHANGHAI	... "YINGHOW"	... On 18th July.	6 a.m.
AMOI & SHANGHAI	... "SINKIANG"	... On 20th July.	6 a.m.
SWATOW & SHANGHAI	... "SOOCHOW"	... On 22nd July.	3 p.m.
AMOI & SINGAPORE	... "KALGAN"	... On 23rd July.	6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	... "KURICHOW"	... On 23rd July.	4 p.m.
SHANGHAI & TSINGTAO	... "LINAN"	... On 24th July.	6 a.m.
SHANGHAI	... "SUIYANG"	... On 25th July.	6 a.m.
AMOI & SHANGHAI	... "SZECHUEN"	... On 27th July.	6 a.m.
AMOI & SINGAPORE	... "ANHUI"	... On 27th July.	6 a.m.
SHANGHAI	... "SUNNING"	... On 29th July.	6 a.m.

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Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"
 THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS,
 VIA MANILA AND THURSDAY ISLAND.
 Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
 EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—10 DAYS.

STEAMER	Due Hongkong on or about	Sailing hence on or about
TAIPING	In Port	22nd July, Noon
CHANGTE	13th August	18th August
TAIPING	12th September	17th September
CHANGTE	11th October	18th October

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE.**
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DODWELL & CO., LTD.**NEW YORK BERTH.**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.
 M.V. "BABY CASTLE"Sailing on or about 19th July.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
 BRINDISI, VENICE AND TRIESTE (PIUMBE).
 TAKING CARGO ON THROUGH BILLS OF LADING TO
 GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
 DANUBE PORTS.
 REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
 "A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.
 S.S. "ROSANDRA"Sails on or about 5th August.
 HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.
 S.S. "VANEZIA"Sails on or about 5th August.
 S.S. "ROSANDRA"Sails on or about 31st August.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.
 S.S. "UMINGA"Sails from Calcutta on or about 31st July via
 Hongkong and Colombo.

S.S. "UMVOLOSI"Sails from Calcutta about 31st August.
 Regular Passenger and Cargo Service to South African Ports.
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 AND
AMERICAN & MANCHURIAN LINE
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Sailings from Hongkong:

"LAOMEDON"Via Suez Canal	16th July
"CITY OF BEDFORD"Via Suez Canal	30th July
"MALVERNIAN"	... ..Via Suez Canal	13th August
"DOLUS"	... ..Via Suez Canal	27th August

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.

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BUTTERFIELD & SWIRE or **THE BANK LINE, LTD., HONGKONG.**
HONGKONG AND CANTON. **JARDINE MATHESON & CO., LTD. CANTON.** [21]

